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American Railroad Journal.

New York Saturday, August 5, 1871.

FIRST MORTGAGE SINKING FUND LAND GRANT BONDS OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY, WESTERN DIVISION.

The St. Joseph and Denver City Railroad Company, having successfully built and equipped the Eastern Division of its road, extending from the City of St. Joseph, Mo., to the City of Marysville, Kansas, a distance of 112 miles, is now actively engaged in the construction of the Western Division of this line of railway, extending from Marysville, Kansas, to a junction with the Union Pacific Railroad at Fort Kearney Station, a distance, including side tracks, of 170 miles.

For the purpose of building and equipping this road the Company have executed and delivered to the Farmers' Loan and Trust Company, in trust, \$5,500,000 of First Mortgage Sinking Fund Land Grant Railroad Bonds, in denominations of \$1,000, \$500 and \$100 to be countersigned and issued only in conformity with the Mortgage Deed; which is:

First—For cash.

Second—A limited amount for iron and material. The cash is placed to the credit of the Company in trust, and can be drawn out only in

payment for fully completed road, in sections of ten (10) miles each, at the rate of \$16,000 or \$22,000 per mile, respectively, until the entire completion of the road, when the balance of the loan will be paid over to the Treasurer of the Company for equipment purposes.

The iron (the equal of gold) and materials are brought under the subjection of the mortgage, made to secure the payment of the bonds.

To secure the payment of interest and principal of these bonds the Company have made a first (and only) mortgage on their Western Division Road, completed and to be completed, from Marysville to Kearney Station, at a junction with the Union Pacific Road, a distance of 160 miles, with 10 miles side tracks, making a total distance of 170 miles, including rolling-stock, motive-power, depots, machine-shops, telegraphs, equipments of every description, rights of way, franchises, cash on deposit in any bank or trust company, and lands lying twenty miles on either side of the railroad, granted to the Company by the United States Government, amounting to 1,500,000 acres, and real and personal property of every description which the Company now own, or may hereafter possess, lying between Marysville and Kearney, and equipments appertaining to this Division of the Company's Road.

The entire property is mortgaged to the Farmers' Loan and Trust Company, of the City of New York, as trustees. The mortgage is dated May 14, 1870, and under it, and as their security, these bonds are issued.

The bonds are now ready for sale and delivery through the undersigned; holders and parties desiring to purchase will recognize that they can do so with perfect safety, as their value is always represented either by lands equal in value and a completed and equipped road—iron or cash in trust company. The mortgage expressly covers cash on deposit in bank or trust company.

The undersigned are authorized to announce the decision of the company to sell their lands on the line of the road.

Under the mortgage deed given to secure these bonds no land can be sold at a less price than \$4 per acre.

The lands being mortgaged to secure the pay-

ment of these bonds, this lien on any portion of the land can only be removed by paying to the trustees, as mortgagees, the full amount of the purchase money of any land sales.

The fund is applied as follows:

First—To the payment of the interest on the bonds during the construction of the road, and, if necessary, for the space of four (4) years.

Second—To the payment of the principal of the bonds.

The payment of the principal before maturity is not compulsory to the holder of the bonds, but should holders desire to sell, the trustees are authorized to purchase, but not over a premium of fifteen per cent.

Every bond purchased under this authority is immediately canceled.

If the bonds can not be bought at one hundred and fifteen, the trustees are authorized to invest the proceeds of land sales in the bonds of the United States, States of New York, Massachusetts and Illinois, and hold the same as a sinking fund for the redemption of these bonds at maturity.

The following banking corporations of the City of New York are designated depositories of this loan:

Farmers' Loan and Trust Company.

United States Trust Company.

Union Trust Company.

Manhattan Company.

The bonds have thirty years to run from May 14, 1870, payable in gold, in the City of New York.

They bear interest at the rate of eight (8) per cent. per annum, payable in GOLD, free of tax, semi-annually, on the 15th days of February and August, in New York, London, or Frankfort, O. M., at the option of the holder, without notice, and in the currency of the country in which the coupon is presented.

The equivalent of currency is at a uniform rate of exchange, and is expressed in the coupon.

They are coupon bonds, but may be registered in the owner's name, with the coupons on, or they can be converted into a registered bond by the surrender of the coupons and the interest paid to the registered owner at any of the three points where the coupons are payable.

The consolidated mortgage is at the rate of

\$15,000 per mile of road, and \$2 per acre of land.

The bonds are offered for the present at 97½ and accrued interest, in currency, with the reserved right to advance the price without notice.

All kinds of marketable securities will be received at the current market value, without commission, in payment of this loan.

Expressage relating to the loan will be free.

Maps, pamphlets and documents furnished on application.

It is believed no loan can be offered which rests on a more solid foundation than this loan of the St. Joseph and Denver City Railroad Company.

The most careful and critical examination of the Company's lands by experienced parties, and the estimates of prejudiced persons, have placed their value at not less than \$5 per acre, while others estimate them at a higher figure. The offers which the Company have received for them fully justify the assertion that the proceeds of their sale will pay off this loan, and leave the road free of bonded debt. These bonds are receivable at par and accrued interest, in payment of any lands sold under this mortgage.

The Company recognizing the principle that an element of strength in all loans is the provision made for its redemption, and in making their mortgage a consolidated one, covering both road and lands, have wisely made provision for the payment of this loan by the sale of their landed estate, which is not needed in operating the road, but which was granted to the Company by the United States Government for the express purpose of aiding them to construct and operate this road.

The St. Joseph and Denver City Railroad connects at St. Joseph with railways running direct to St. Louis, Hannibal and Toledo on the east, and connecting as it will with the Union Pacific Road on the west, is a very important link in the continental chain of railways. It also has through railway connection with Chicago. A very large part of the line is graded, and track-laying being now far advanced, will continue rapidly until the junction with the Union Pacific Road is made.

We have been at great expense in the examination of this property and the bonds, and are satisfied the investments in this loan will not only be safe, but profitable. We base our calculations on the fact that the First Mortgage Bonds of this Company, on the Eastern Division, lately successfully placed by our firm at 97½, have advanced to 102 and accrued interest, making them rule at 106, or nearly ten per cent. advance.

Under all circumstances, we unhesitatingly recommend them.

**TANNER & CO., Bankers,
No. 11 Wall Street.**

Vera Cruz and Mexican Railway.

The railroad from Vera Cruz to the City of Mexico, according to a recent report of the engineers, is completed for a distance of 186 miles, leaving 110 miles yet to be opened, the length of the entire line, including a branch to Puebla. The gross receipts during the 1870 on the part of the line from the City of Mexico to Puebla, a distance of 116 miles, amounted to \$667,000, and the receipts on the line from Vera Cruz to Paso del Macho, a distance of 47 miles amounted to \$197,170. During 1870 the passengers carried from Mexico

to Puebla were 118,990 in number. The chief obstacle to the completion of this line has been the great Methlac ravine, a natural fissure of formidable dimensions, which is 900 feet long and 370 feet deep. At first it was proposed to cross this ravine by constructing a viaduct, but after a re-survey a plan was adopted by which the road is to run along the cliff of the ravine for some distance until it reaches a spot where the fissure can be bridged by a work of comparatively insignificant dimensions.

Mr. J. C. Sharpless has been appointed to superintend the construction of a narrow gauge railroad connecting Painesville, Ohio, with Lake Erie.

The gauge of the Louisville and Cincinnati Short Line Railroad is to be changed to the narrow gauge on August 13.

Georgia Railroad and Banking Co.

The earnings of this road for the years ending March 31, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	\$399,689 65	\$395,153 65
" freight	931,302 89	1,082,119 71
" mail	21,037 01	22,825 21
	<u>\$1,352,029 55</u>	<u>\$1,500,098 57</u>

Expenses, viz:

Conducting transp.	\$182,149 12	\$228,905 41
Motive power	268,584 62	273,704 77
Maintenance of way...	253,137 28	276,009 14
Maintenance of cars...	44,240 83	53,939 95

\$748,111 85 \$832,559 27

Earnings less expenses. \$603,917 70 \$667,539 30

Deduct extraordinary expenses, viz:

New depots	\$12,023 16
New locomotive engines	48,857 67
New cars	105,232 70
Old locomotive engines rebuilt	28,567 42
New tools and stationary engines	4,695 35
Government tax on gross receipts	4,727 29
New culverts	1,335 92
	<u>205,440 01</u>

Net income

Compared with the previous year the gross earnings of 1870-71 show an increase of \$148,069 02; with an increase in expenses and payments, both ordinary and extraordinary, of \$108,800 34—making an increase in the net profits of \$39,268 68. The President in his report says:

The profits of the company from all sources, may be stated thus:

Receipts from road operations.	\$1,500,098 57
Dividends on stock, interest and rent.	45,338 36
Net receipts from bank earnings....	9,216 88

\$1,554,653 76

Charged with expenses and all payments on road account.	\$1,037,999 28
Interst, salaries, taxes, &c	48,703 46
	<u>1,086,702 74</u>

Net from all sources

From these profits two dividends have been declared, \$4 each, free from all tax.....

Balance to reserved fund

The gross earnings of the road have been very satisfactory, but it will be seen that the expenditures have been very heavy. Whilst outlays

continue so heavy for purposes beyond ordinary expenses, the net profit must of course be correspondingly reduced. The extraordinary expenditures are all charged to profit and loss account, and the charges against income are distinguished as ordinary and extraordinary, that the stockholders may the better judge of the economy of management. It will be noticed, that the earnings of the banking department have been small, and somewhat less than the receipts for the previous year. This resulted from the fact that our cash capital (previously small) was mostly absorbed in some extra outlays and investments, by which interest and discount account were of course reduced. Beyond the purposes of a safe fixed agent for railroad purposes, we have not expected to make much profit by banking, until our banking capital can be increased. In truth, large profits by banking are not to be expected without the privilege of issue; especially whilst so many other institutions are paying interest on deposits. As an auxiliary to our other business, however, the means of advancing to merchants and business men, are very desirable, and as one means of supplying this want, the board proposed an increase of capital to an extent not exceeding of \$5,000,000; and obtained permission of the Legislature for that purpose. Subscriptions were obtained to the amount of \$44,800, and the subscription suspended until the sense of the stockholders could be had on this mode of increasing the resources of the company. The sense of the convention is respectfully asked on this subject. The very heavy outlays necessary for improvement of property, and to secure our Southwestern connections, as explained in our last Annual Report, added to the inducements to increase cash resources in some form. This could only be done by increased subscriptions to capital, by an increase of bonded debt, or by sale of securities. These resources have all been partially resorted to, and by reference to the state of the company now exhibited, and compared with that of last year, you will find

Capital stock increased. \$44,800
Bond account increased..... 65,500
Stocks and bonds of other companies reduced..... 13,000

\$123,300

These have been very small aids to very heavy expenditures, but unless it be deemed expedient to increase cash capital for banking purposes, the existing resources with the accruing profits, it is hoped, will serve all the necessary wants of the company.

The increase of profits the past year was entirely in the freight department, the passenger receipts having fallen off, as anticipated in the last year's report. The increase in freights was partly from an increased receipt of 32,000 bales of cotton, but mainly from an improvement of our Western connections, and the large increase of our business in that quarter. This business has become very important to us, and constitutes our surest reliance for a summer business. This business was greatly threatened by the dilapidated condition and inefficient management of the State road—and without some change would soon have been lost or greatly reduced—hence the zeal with which all connecting roads offered every facility to consummate a lease to a private company, by which it is believed the danger to this important business will be averted. The stockholders are referred to the remarks of the Superintendent on this subject, whose position has enabled him to speak from close observation and trying experience.

Though the heaviest expenditures have been made for extra purposes, very heavy outlays are still to be made. In fact much heavier expenditures should be made than the resources of the company will warrant, if the policy be adhered to of keeping up the present rate of dividend, and it is believed that no change is at present contemplated.

Further advances to the Macon and Augusta

road will become a necessity, if that road is to be finished and run by this company—the branches should be improved by a better rail on some parts of them, and the whole main line, not already renewed, should be renewed with heavy rail and fish bar, in the style lately adopted on the renewed parts of the road. It is the worst economy to operate an imperfect road, when a company have the means to prevent it. Our road is now safe, and much of it first class; but still there are some rough places requiring ballast and new rail, which should be provided as soon as the means of the company will allow.

The prospects of business for the present year are not very promising. The low price of cotton has left the planters with little or no surplus, or in debt, and all business the past year has been done upon a declining market, and little surplus profit has been left for pleasure, travel, or consumption of luxuries. From present indications, we may anticipate a largely reduced crop of cotton for the present year, and an increase of the provision crop. This seems to be indicated by the reduced shipments of guano, and the increased area devoted to grain crops. This may be better for the country, but it is not favorable to the profits of railroads.

The board will not enlarge, however, on the future prospects of the road. Contingencies are continually presented that no human sagacity could anticipate. The results of the war, and the destruction of Southern capital, have had a tendency to change the channels of trade from Eastern and Western into North and South lines, and whilst Southern roads were dilapidated and impoverished by the war, the Northern and Western roads were strengthened and enriched by it—hence the base lines north of the Potomac, not satisfied with the immense business properly belonging to them, are, it is said, ambitiously crossing the Ohio and encroaching upon Southern soil, upon which Southern enterprise has mainly relied for legitimate profit. By capital from abroad, and by bribery and corrupt legislation at home, all calculations for the future are unreliable, and the future of railroads, and in fact many other interests, are left in doubt and uncertainty. The multiplied dangers of increased competition, by multiplication of competing roads, we have no power to oppose, and can only to some extent counteract their effects by prudence, close economy, and a judicious application of the means remaining to us.

The company have 52 locomotives, 23 passenger, 8 baggage, 2 mail, 413 box, 109 platform, 22 coal, 35 stock, 13 cab, 2 wood and 15 shanty cars. Miles run by engines, 910,753, an increase over the previous year of 111,630. Miles of road in use, 231. Bales of cotton transported, 170,267. Bushels of grain, 553,069. Barrels of flour, 58,027. Nine new locomotives have been added during the year—one passenger and eight freight—also 1 first class passenger, 112 box, 1 mail, 5 stock, 8 platform, 5 coal and 2 wood cars. The outfit of locomotives is now complete, and the stock of cars ample to do all the business that is likely to be influenced over the road. The Superintendent in his report says:

We have laid down during the year, about 24 miles of new iron on Main Line, 4½ on the Athens Branch, and not quite one mile on the Washington Branch, in all about 29 miles; this besides 1,723 bars and 894 flanges in our repair shops at Union Point; equal to 2½ miles track. The track is in very good order, in fact, is in better condition than at any previous time since the close of the war, if not better than ever before. For the next year you will require new iron in quantity and at points as follows: 2 miles below mile post 15; 7 miles, to take the place of the balance of the old "U Rail" between mile post 40 and Camak; 5 miles between Camak and Buckhead, and between Buckhead and mile post 150, about 10 miles; making 24 miles on main line. Also,

will need about 5 miles on the Athens Branch, and 2 miles on the Washington Branch, making in all about 31 miles, which is very little more than was laid down during the past year.

The earnings of the Macon and Augusta railroad were \$67,382 46; and the expenses, \$87,039 90—showing an excess of expenses over receipts of \$19,657 44. In addition to which \$32,975 36 have been paid on account of that company and the contractors for finishing the road.

In reference to the Lease of the Western and Atlantic Railroad, the Superintendent says:

The business connections of this road with ours and other roads has been greatly improved by the lease of it to a private company. The business of that road is now promptly and satisfactorily done, and the irregularities and delays so embarrassing to connecting roads, and so annoying to the public, have been greatly lessened or entirely removed. The efficient management of railroads, like all other business, requires experience, skill and that close and honest attention which is stimulated by interest, and acquired by experience. These qualifications are rarely expected in employees under political management, where no qualification but party adherence is often required, and where there is no reliance for a continuance in office but party ascendancy. This road was paying nothing to the State, but on the contrary, rapidly accumulating a debt. The disposition made of it was therefore, evidently a wise one for the State, as well as a great relief to connecting roads. Without some change, it would have been impossible to have continued much longer the through connections with the West, in which the merchants and consumers of western produce are so much interested. The writer speaks on this subject from experience. As President of a connecting road, he was obliged to carry for months, from one hundred to a hundred and fifty thousand dollars for the Western and Atlantic railroad, rather than require merchants and consumers in Georgia, at great loss and inconvenience, to send money to the different cities in the West to prepay their freight over this link in the line.

The policy of leasing having been wisely adopted by the State, the policy of the roads in offering their companies as security, to which there is no possible risk, I think equally wise. This gives them some claim to overlook the management of the road, in which they, as well as the citizens, are so much interested.

The following is a condensed statement of the condition of the Georgia Railroad and Banking Company on the 31st of March, 1871:

The road and its outfit.....	\$4,156,000 00
Real estate.....	114,078 66
Banking house and lot.....	35,000 00
Road expenses and expenditures for the road.....	\$1,214,568 62
Incidental expenses & salaries.....	13,674 56
Interest on bonds.....	40,653 49
Interest account.....	6,304 45
Tax to the State of Georgia.....	1,745 52
U. S. tax on dividend No. 53.....	7,901 90
Materials on hand for road.....	1,284,848 54
Stock of other companies.....	100 211 17
Bonds of other companies.....	1,253,580 01
Discounted notes.....	65,400 00
Assessment on stock.....	1,139 88
Bills receivable.....	207 50
Note of Western R. R. Company of Alabama.....	3,016 44
Macon and Augusta R. R. Company.....	87,813 73
Survey Rabun Gap.....	32,598 63
Notes of old banks in Augusta.....	1,781 10
Gold.....	194,591 48
Cash.....	2,202 50
	177,981 75
	\$7,510,446 34

Capital stock.....	\$4,195,600 00
Profit and loss.....	819,889 41
Income from railroad.....	\$1,540,843 49
Transp. of the mails.....	20,786 59
Dividends on stocks.....	45,160 86
Premium on stock sold.....	177 50
Rent account.....	50 00
	1,607,017 94
Bonds of this company.....	681,000 00
Bills payable.....	50,000 00
Dividends unpaid.....	46,710 62
Due to other corporations and ag'ts.....	14,258 09
U. S. tax on coupons of this company retained.....	723 69
Deposits.....	3,689 26
Circulation.....	91,607 33
	\$7,510,446 34

President.—JOHN P. KING.

Directors.—E. E. Jones, Edw. R. Ware, Samuel Barnett, Antoine Poullaine, James W. Davies, L. M. Hill, Richard Peters, George Hillyer, Stevens Thomas, James S. Hamilton, Geo. T. Jackson, M. P. Stovall, Thos. J. Burney, D. E. Butler, Josiah Sibley.

Gen'l Superintendent.—E. W. COLE.

Treasurer.—J. MILLIGAN.

Camp's Patent Dump Car.

An improved dump car has been on trial at the point along their road in this city where the L. V. R. R. are excavating, which in the trial proved itself to be an excellent affair. The car is constructed to carry three cubic yards of earth in such a manner that the preponderance of weight is always on the side it dumps toward. The box is mounted upon rockers, and secured from dumping by two hooks geared to a horizontal shaft, which in its turn is geared to a lever to be operated by the brakeman. The car being loaded, the brakeman raises this lever, thus releasing the box from the restraint of the hooks, when the weight of the load rolls the box over until it assumes a position at right angles with that it before occupied, discharging every particle of the load nearly a foot further from the track than by the ordinary gravel car. The brakeman then pulls the box past its centre of gravity, when it rolls back locking itself. An excellent feature of the car is that it will be dumped by the brakeman, allowing the laborers who may be near to continue their work without any stop to assist in dumping it. We understand that railroad men are in favor of its adoption, and that it is likely to soon come in use on the L. V. R. R. Messrs. A. W. Rhoads & Co. of this city are the patentees.—Scranton Rep., July 24.

Foreign Commerce of Boston.

The exports of domestic produce for the six months ending June 30, 1871, amounted to \$7,810,468, against \$5,600,902 for the corresponding period in 1870, showing a gain this year of \$2,209,566. The re-exports of foreign merchandise in the same period of 1871 were \$781,445, against \$1,055,290 in 1870. The total value of foreign goods imported from Jan. 1 to June 30, 1871, was \$31,442,721, while the imports during the corresponding period in 1870 were \$25,698,257, showing an increase this year of \$5,744,464. The amount of duties collected at the Custom House on imports during the first six months of 1871 was \$10,523,467 69, against \$9,639,062 61 for the corresponding period of 1870, showing a gain thus far this year of \$884,405 08. The total number of vessels of all classes which have entered the port of Boston from foreign ports from Jan. 1 to June 30, 1871, was 1606, against 1484 in the same period last year, an increase of 122; and the foreign clearances during the corresponding months were 1436 this year, against 1396 last year, showing a gain of 40.

Railroads of New York.

The following is an abstract of the Report of the State Engineer and Surveyor upon the Railroads of the State of New York, as prepared by S. H. SWART, Deputy State Engineer and Surveyor for the year ending September 30, 1870:

Number of companies from which annual reports are required, operated by steam..... 164
Same, operated by horse power..... 106
Number of companies organized during the year..... 42
Number of enactments relating to railroads passed during the year..... 51

STOCK AND DEBTS.

Roads operated with steam:
Amount of capital stock by charter and acts of the Legislature. \$385,370,210 00
Amount of capital stock subscribed for..... 213,282,606 40
Amount of capital stock paid in as by last report..... 135,523,388 11
Amount of capital stock now paid in..... 234,225,159 07
Amount of funded debt as by last report..... 57,112,855 48
Amount now of funded debt..... 107,238,276 93
Amount of floating debt as by last report..... 2,675,753 07
Amount now of floating debt..... 5,069,554 88
Total amount now of funded and floating debt..... 112,307,831 81

Roads operated with horse power, &c.:
Amount of capital stock by charter and acts of the Legislature. \$27,809,800 00
Amount of capital stock subscribed for..... 17,418,450 00
Amount of capital stock paid in as by last report..... 16,472,870 00
Amount of capital stock now paid in..... 16,763,480 00
Amount of funded debt as by last report..... 9,176,888 10
Amount now of funded debt..... 9,726,324 40
Amount of floating debt as by last report..... 734,948 40
Amount now of floating debt..... 938,215 71
Total amount now of funded and floating debt..... 10,664,540 11

COST OF CONSTRUCTION AND EQUIPMENT.

Roads operated with steam..... \$249,228,896 19
Roads operated with horse power, &c..... 23,481,268 74

CHARACTERISTICS OF ROADS.

Roads operated with steam:
Length of road in miles..... 7,165.84
Length of road laid..... 4,773.60
Length of double track, including sidings..... 1,650.63
Length of branches laid..... 1,417.33
Length of double track on same.. 88.63
Length of equivalent single track. 7,930.19
Number of engine houses & shops 293
Number of engines..... 1,675
Number of first class passenger cars..... 1,229
Number of second class cars..... 251
Number of baggage, mail and express cars..... 484
Number of freight cars..... 34,051
Roads operated with horse power, &c.:
Length of roads in miles..... 884.74
Length of roads laid..... 309.81
Length of double track, including sidings..... 175.04
Number of dummy cars..... 25
Number of passenger cars..... 1,787
Number of freight cars..... 76
Number of horses and mules..... 10,315

BUSINESS OF THE YEAR—ROADS OPERATED WITH STEAM.

Passenger transportation:
Miles run by passenger trains.... 13,916,438
Number of passengers, all classes, carried in cars..... 24,550,753

Number of miles travelled by passengers, or number of passengers carried one mile..... 912,626,984

Freight transportation:
Miles run by freight trains..... 20,931,689
Number of tons carried in freight trains..... 20,972,212
Total movement of freight, or number of tons carried one mile 2,654,146,549
Classification of freight:

	Tons.
Products of the forest.....	1,431,056
Products of animals.....	1,539,425
Vegetable food.....	3,557,363
Other agricultural products.....	709,303
Manufactures.....	1,650,597
Merchandise.....	2,070,418
Other articles.....	9,088,827
Not classified.....	525,193
Total.....	20,572,212

Roads operated with horse power, &c.:
Number of passengers carried in city cars..... 154,591,871

EARNINGS AND PAYMENTS—EARNINGS.

Roads operated with steam:
From passenger business..... \$20,694,357 82
From freight business..... 45,162,057 27
From other sources..... 3,693,028 94

Total earnings..... \$69,549,444 03

Roads operated with horse power, &c.:
From passenger business..... \$9,220,959 79
From freight business..... 52,659 36
From other sources..... 250,273 78

Total..... \$9,523,892 83

PAYMENTS OTHER THAN FOR CONSTRUCTION.

Roads operated with steam:
For transportation expenses..... \$46,132,947 01
For interest..... 6,494,859 15
For dividends on stock..... 11,974,843 40
Amount carried to surplus fund.. 570,600 11
Not included above..... 4,205,705 53

Total payments..... \$69,378,455 20

Roads operated with horse power, &c.:
For transportation expenses..... \$7,859,928 78
For interest..... 690,490 21
For dividends on stock..... 935,502 00
For all other payments..... 195,808 25

Total payments..... \$9,681,729 24

ACCIDENTS.

	Roads operated with steam.	Roads operated with horse power.
Number of passengers killed.....	15	4
Number of passengers injured.....	48	54
Number of employees killed.....	107	2
Number of employees injured.....	107	—
Number of others killed.....	147	23
Number of others injured.....	149	49
Total number killed.....	269	29
Total number injured.....	264	103

REDUCTIONS FROM THE FOREGOING RESULT.

Roads operated with steam:
Average number of miles travelled by each passenger..... 37.13
Average number of passengers in each train..... 65.58
Average number of miles each ton of freight was transported..... 129.02
Average number of tons in each freight train..... 126.98
Aggregate movement of passenger trains is equivalent to passing over the road..... 2,302 times
Aggregate movement of passenger trains is equivalent to passing over the entire single track..... 1,824 times
Aggregate movement of freight trains is equivalent to passing over the road..... 3,548 times

Aggregate movement of freight trains is equivalent to passing over the entire single track..... 2,739 times

Average number of trains passing daily over the road, about..... 16 2-10

Average number of trains passing daily over the entire single track. 12½

Average cost per mile of road, for maintaining roadway..... \$2,672.32

Average cost per mile of road, for repairs of machinery..... 1,566.40

Average cost per mile of road, for operating road..... 3,718.61

Average cost per mile of single track, for maintaining roadway.. 2,063.30

Average cost per mile of single track, for repairs of machinery.. 1,209.42

Average cost per mile of single track, for operating road..... 2,871.14

Average sum received for carrying one passenger one mile..... 2.2675 cents.

Average sum received for transporting one ton of freight one mile.. 1.7016 cents.

Average number of miles travel for each passenger killed..... 660,841,798

Average number of miles travel for each passenger either killed or injured..... 14,486,142

Average number of passengers carried for each one killed..... 1,636,717

Average expense is 67.42 per cent. of all the earnings.

Street railroads:
Average sum received for carrying each passenger..... 5.9641 cents.

Average cost of carrying each passenger..... 4.0843 cents.

Average expense is 82.53 per cent. of the gross earnings.

Average number of passengers carried for each one killed..... 38,467,968

Average number of passengers carried for each one either killed or injured..... 2,665,379

Deductions from the reports of several of the principal companies for nine years, showing, First. Average sum received per ton per mile for freight. Second. Average cost per ton per mile transporting freight. Third. Percentage of transportation expenses to gross earnings.

—1870.—

Av. per ton per mile.

Rec'd for trans- Cost of trans- Per cent. of

porting. porting. expenses on

Name of road. gross earnings.

Erie Railway... 1.38 0.98 74.62

Lake Shore and Mich. Southern 1.59 1.04 62.93

New York Central & Hudson Riv. 1.86 1.15 63.36

New York and Harlem..... 6.57 4.45 62.21

Ggdensburg and Lake Champl'n 2.57 1.62 62.08

Rensselaer and Saratoga..... 3.95 2.65 59.63

Rome, Watert'wn & Ogdensburg. 3.75 2.92 64.12

Syracuse, Binghamton & New York..... 1.42 0.76 58.34

The following shows the number of miles of railroad opened for public travel in this State each year:

Yr. Miles. Yr. Miles. Yr. Miles. Yr. Miles.

1831... 17 1841... 51 1851... 227 1861... 9

1832... 23 1842... 153 1852... 237 1862... 38

1833... 1 1843... 64 1853... 371 1863... 56

1834... 31 1844... 64 1854... 109 1864... 47½

1835... 25 1845... 62 1855... 56 1865... 118

1836... 78 1846... 8 1856... 33½ 1866... 56½

1837... 64 1847... 25 1857... 33 1867... 94

1838... 31 1848... 244 1858... 11 1868... 169½

1839... 55 1849... 151 1859... 23½ 1869... 370½

1840... None 1850... 297 1860... 72 1870... 370½

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Rate.	Interest.		WHEN PAY- ABLE.	Market Price.		Amounts outstanding.	Rate.	Interest.		WHEN PAY- ABLE.	Market Price.
			Payable.							Payable.			
* Indicates that no interest is paid.													
National Securities Aug. 1, 1871.													
Loan of June 14, 1858.....registered	\$6,045,000	5	Jan. & July.	1874	105 1/2		Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890		
Loan of February 8, 1861.....registered	13,707,000	5	" "	1874	110		.. — Defense Loan Bonds.....	3,651,398	6	" "	1883	104 1/2	
Loan of February 8, 1861.....registered	4,708,000	6	Jan. & July.	1880	110 1/2		.. — Southern Relief Bonds.....	100,000	6	" "	1873		
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	" "	1880	116		Massachusetts—State Scrip.....	324,000	5	Jan. & July.	1874-76		
Loan of July 1, and Aug. 3, 1861.....registered	124,547,900	6	Jan. & July.	1881	110		.. — ..	275,000	5	April & Oct.	1873-74		
Loan of Feb. 25, 1862 (5-20s).....coupon	64,773,200	6	Jan. & July.	1881	110 1/2		.. — ..	320,000	5	May & Nov.	1872-80	97 1/2	
Loan of Feb. 25, 1862 (5-20s).....registered	81,418,800	6	May & Nov.	1882	113 1/2		.. — ..	133,000	6	June & Dec.	1872-77		
Loan of March 3, 1863.....coupon	389,691,700	6	" "	1882	114 1/2		.. — Union Fund Loan of 1861.....	3,000,000	6	Jan. & July.	1871-76		
Loan of March 3, 1863.....registered	53,294,950	6	Jan. & July.	1881	116		.. — .. of 1863.....	600,000	5	" "	1877-78		
Loan of March 3, 1864 (5-20s).....coupon	21,705,050	6	" "	1881	116		.. — Coast Defense Loan.....	888,000	5	" "	1883		
Loan of March 3, 1864 (5-20s).....registered	2,619,600	6	May & Nov.	1884	113 1/2		.. — Bounty Loan of 1863.....	200,000	5	" "	1883		
Loan of June 30, 1864 (5-20s).....coupon	42,283,000	6	May & Nov.	1884	113 1/2		.. — .. of 1864.....	4,379,500	5	May & Nov.	1884	98	
Loan of March 3, 1865 (5-20s).....coupon	43,133,350	6	" "	1884	113 1/2		.. — War Loan (cur. 5-20 yr.).....	4,000,744	5	Mar. & Sept.	1886	101	
Loan of March 3, 1865 (5-20s).....registered	45,544,450	6	May & Nov.	1885	113 1/2		.. — Western R. R. Loan, (stg.).....	3,505,000	6	April & Oct.	1871		
.. .. (5-20s).....coupon	121,095,850	6	" "	1885	114 1/2		.. — T. & G. R. R. & Hoosac T. stg.....	761,816	5	" "	1880-90	97 1/2	
.. .. 2d series (5-20s).....registered	65,419,250	6	Jan. & July.	1885	112 1/2		.. — Southern Vermont R. R.....	986,500	5	" "	1891-96	99	
.. .. (5-20s).....coupon	174,488,900	6	" "	1885	112 1/2		.. — Eastern R. R.....	200,000	5	Jan. & July.	1871		
.. .. 3d series (5-20s).....registered	89,921,200	6	Jan. & July.	1887	112 1/2		.. — Norwich & Worcester.....	50,000	6	" "	1877		
.. .. (5-20s).....coupon	237,834,650	6	" "	1887	113		.. — Bos., Hartf. & Erie (stg.).....	400,000	6	" "	1900		
.. .. 4th series (5-20s).....registered	11,914,000	6	Jan. & July.	1888	113 1/2		Michigan—Renewal Loan Bonds.....	3,599,024	6	" "	1878		
Loan of March 3, 1864, (10-40s).....coupon	27,498,500	5	" "	1888	113		.. — Two Million Loan Bonds.....	160,000	6	" "	1878-83	100	
Loan of March 3, 1864, (10-40s).....registered	137,559,150	5	Mar. & Sept.	1904	112 1/2		.. — War and Bounty Loan Bonds.....	1,621,000	7	May & Nov.	1890		
Consols of July 14, '70 & Jan. 20, '71.....registered	56,980,150	5	" "	1904	113 1/2		.. — Sault Ste. Marie Canal Bonds.....	478,000	6	Jan. & July.	1879		
Consols coupon	7,340,000	4 1/2	F. M. A. & N.	1881			Minnesota—State Building Loan Bonds.....	86,000	7	Jan. & July.	1877-78		
Consols registered		4 1/2	" "	1881			.. — Sioux War Loan Bonds.....	250,000	7	May & Nov.	1872		
Consols coupon		4 1/2	F. M. A. & N.	1886			.. — Railroad Loans Bonds.....	100,000	7	" "	1883		
Consols registered		4	F. M. A. & N.	1886			Mississippi—State Bonds (for banks).....	2,275,000	6	" "	1883		
Dem. Cer. of Mar. 2, '67, and July 25, '68, (cur.)	30,300,000	3	" "	1901			Missouri—State Bonds proper.....	2,000,000	6	Jan. & July.	1871		
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	Dem.....	1901			.. — Interest Bonds of 1868.....	438,000	6	" "	1888		
Certificates of Indebtedness 1870.....(cur.)	678,000	3	Irred.....	1901			.. — Railroad Loans.....	2,727,000	6	" "	1888		
Pacific R. R. Bonds.....(currency)	64,018,832	4	1875				.. — South Pacific, guar.....	13,112,000	6	" "	1874-90	95	
U. S. Notes and Fractional Currency.....	395,177,113	mi.	6	Jan. & July.	1875		.. — Hannibal and St. Joseph.....	1,589,000	7	" "	1879		
							Nevada—State Loan Bonds.....	3,000,000	6	" "	1873-85	94 1/2	
State Securities, latest dates.													
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	70		New Hampshire—War Loan of July 1, 1861.....	500,000	15	Jan. & July.	1872		
.. .. (extended).....	2,414,800	5	" "	1873-86			.. — .. of Sept. 1, 1864.....	899,200	6	" "	1871-75	101 1/2	
.. .. (sterling).....	688,000	6	June 1.	1870			.. — .. of Oct. 1, 1865.....	600,000	6	Mar. & Sept.	1848-80	100	
.. .. (" extended).....	82,500	6	Jan. & July.	1886			New Jersey—War Loan of 1861 (free).....	1,000,000	6	April & Oct.	1871-74	100	
.. .. (" (new).....	712,800	5	" "	1886			.. — .. of 1863 (free).....	1,299,900	6	Jan. & July.	1871-84		
Arkansas—State Bonds (refunded).....	1,316,700	8	" "	1886-88	100		.. — .. of 1864.....	1,002,900	6	" "	1866-96	104	
.. .. (Aid R. R.).....	3,000,000	6	Jan. & July.	1889	54		New York—Bounty Fund Stocks.....	593,400	6	" "	1870-75		
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	111		.. — Bonds.....	1,478,000	7	" "	1877	108 1/2	
.. .. 1860.....	138,500	7	" "	1880			.. — General Fund Stocks.....	21,089,000	7	" "	1877	108 1/2	
.. — Relief Fund Bonds of 1863.....	424,500	7	" "	1883			.. — ..	1,910,082	6	J. A. J. & O.	1878		
.. — Bounty Fund Bonds of 1864.....	805,000	7	" "	1884			.. — ..	800,000	6	" "	1878		
.. — Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885			.. — ..	348,000	6	" "	1875		
Connecticut—War Bonds, of 1861 (10-20s).....		6	Jan. & July.	1881-82			.. — Canal Fund Stocks.....	900,000	5	J. A. J. & O.	1875	108	
.. .. of 1863, (20s).....		6	April & Oct.	1884	100 1/2		.. — ..	2,257,900	6	" "	1872		
.. .. of 1864, (10-20s).....	5,927,000	6	" "	1885			.. — ..	5,150,100	6	" "	1873	107 1/2	
.. .. of 1865, (20s) free.....		6	" "	1885			.. — ..	2,099,000	6	" "	1874	107	
.. .. (various) registered		6	Various.	Var.			.. — ..	473,000	6	" "	1875		
Florida—State Bonds 1868.....	867,500	6	Jan. & July.	1889			.. — ..	880,000	6	" "	1877		
.. .. 1869.....	300,000	6	" "	1889			.. — ..	1,106,420	5	" "	1874		
.. — Railroad Loans \$16,000 per mile.....	200,000	6	" "	1889			North Carolina—State Bonds for R. R. (old).....	4,738,800	6	Jan. & July.	1871-91	42 1/2	
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	1871-74	83 1/2		.. — State Bonds for R. R. (new).....	3,639,400	6	April & Oct.	1871-91		
.. .. 1842 to 1848.....	273,000	7	Various.	1872-74	93		.. — .. (new).....	2,626,000	6	Jan. & July.	1872-98	27	
.. — Atl. and Gulf R. R. 1858 to 1860.....	800,000	6	Feb. & Aug.	1878-86	84 1/2		.. — Funding & c. Bonds of '66-'68.....	1,739,000	6	April & Oct.	1872-98		
.. — Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	98 1/2		.. — Special Tax Bonds.....	2,800,400	6	Jan. & July.	1889	28 1/2	
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100		Ohio—State Loan (New York).....	1,821,400	6	Jan. & July.	1890	20	
.. — Stock of 1857.....	134,311	6	" "	1877			.. — ..	11,407,000	6	" "	1890		
.. — Refunded Stock Bonds.....	348,000	6	" "	Var.			.. — ..	1,284,317	6	Jan. & July.	1870		
.. — Normal University Bonds.....	45,000	6	" "	1879			.. — ..	1,600,000	6	" "	1875		
.. — Thornton Loan Bonds.....	103,000	6	Mar. & Sept.	1879			.. — ..	4,095,399	6	" "	1881	103	
.. — War Loan Bonds.....	416,800	6	Jan. & July.	1879			.. — Union Loan (Columbus).....	2,400,000	6	" "	1886		
Indiana—State Bonds.....		5	" "	1886			.. — Relief and Bounty Bonds.....	366,975	6	May & Nov.	1871		
.. — War Loan Bonds.....	204,000	5	May & Nov.	1888			Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	1874-84		
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881			Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872		
Kansas—State Bonds.....	100,675	6	" "	1881			.. — ..	4,731,300	6	" "	1872	102	
.. .. military.....	1,059,500	7	" "	1886			.. — ..	90,400	5	" "	1877		
Kentucky—State Bonds of 1841-42.....	176,000	7	" "	1889			.. — ..	7,590,550	5	" "	1877	105	
.. .. of 1843.....	913,000	6	April & Oct.	1871-72	99 1/2		.. — ..	726,950	6	" "	1882		
.. .. military.....	160,000	5	" "	1873			.. — Inclined Plane Loan.....	0,237,050	6	" "	1882	107	
Louisiana—Charity Hospital.....	309,300	5	Various.	1895			.. — Military Loan.....	400,000	6	April & Oct.	1879	107	
.. — State Bonds, general.....	750,000	5	Mar. & Sept.	1872			.. — State Stocks (old).....	2,769,250	6	Feb. & Aug.	1871	100	
.. — Railroad Bonds.....	561,000	5	Various.	1870-79			.. — .. (old).....	384,000	5	Jan. & July.	1882		
.. — Levee Bonds 1865.....	2,052,000	6	Various.	1893-06	69		.. — .. (old).....	3,377,000	5	Feb. & Aug.	1877-78	104	
.. .. 1867.....	1,000,000	8	Various.	1886			Rhode Island—War Bonds of 1862.....	112,000	4 1/2	Jan. & July.	1882		
.. .. 1870.....	4,000,000	8	May & Nov.	1907	71		.. — .. of 1863.....	1,100,000	6	Mar. & Sept.	1882	101 1/2	
.. — Funded coupons 1860.....	3,000,000	6	Jan. & July.	1866-88			.. — .. of 1863.....	736,000	6	Jan. & July.	1883		
.. — Funded Floating Debt.....	997,300	6	May & Nov.	1910	62		.. — .. of 1864.....	239,000	6	April & Oct.	1883		

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$3,355,000	J. & J.	Jul. '71 3	Hartford and New Haven...100	4,796,925	J. A. J. & O.	July '71 3	Portl., Saco & Portland...100	\$1,500,000	J. & D.	Jun. '71 5
American Central...100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph...100	4,151,700	Aug. '70 3	Aug. '70 3	Portl., Gt. Falls & Conway...100	170,000	J. & J.	July '71 4
Atlantic and West Point...100	1,322,300	J. & J.	July '70 4	Do. go. pref. 100	5,078,224	Aug. '70 7	Aug. '70 7	Providence & Worcester...100	2,000,000	J. & J.	July '71 5
Atlantic & N. Carolina...100	5,545,225			Hanover Branch, Pa...50	116,850	M. & N.	May '71 5	Raleigh and Gaston...100	4,000,000	A. & O.	Oct. '70 5
Atlantic & Gt. Western...50	25,379,923			Housatonic...100	820,000			Rensselaer and Saratoga...100	6,000,000		
Do. pref. 50	1,919,000			Do. pref. 100	1,180,000	J. & J.	July '71 4	Richmond and Danville...100	4,000,000		
Atlantic & St. Lawrence...100	2,494,900	M. & S.	Mar. '71 2	Huntingdon & B'd Top...50	615,950			Richmond and Petersburg...100	847,100		
Augusta and Savannah...100	733,700	J. & J.	Jan. '70 3	Do. pref. 50	212,350	J. & J.	Jan. '68 3	Rich. Fred. and Potomac...100	1,041,800		
Baltimore and Ohio...100	13,151,962	A. & O.	Apr. '71 4	Illinois Central...100	25,230,240	J. & J.	Aug. '71 6	Rockport...100	88,400		
Do. Washington Br...100	1,650,000	A. & O.	Apr. '71 5	Indianapolis, Cin. & Lafayette...50	6,185,597	M. & S.	Sep. '67 4	Rome, Water, and Ognb...100	2,983,900	J. & J.	July '71 4
Baltimore City Passenger...100	670,000	J. & J.	July '71 4	Jefferson, Mad. & Ind...100	2,000,000	J. & J.	Jan. '65 5	Rutland preferred...100	1,831,400	F. & A.	Aug. '71 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apr. '68 3	Joliet and Chicago...100	1,500,000	J. A. J. & O.	July '71 1	St. L., Alt. and T. Haute...100	2,300,000		
Belvidere Delaware...100	965,800			Joliet & North Indiana...100	300,000	J. & J.	July '71 4	St. L. Jack'nv. and Chic'o...100	2,478,750		
Berkshire...100	600,000	J. A. J. & O.	July '71 1	Lake Shore & Mich. So...100	35,000,000	F. & A.	Aug. '71 4	Sandusky and Cincinnati...100	2,089,000		
Blossburg & Corning...50	250,000	J. & D.	Jun. '71 3	Do. guar. 100	633,500	F. & A.	Aug. '71 4	Do. pref. 100	445,696	M. & N.	May '71 3
Boston and Albany...100	19,150,800	M. & N.	May '71 5	Lackawanna & Bloomburg...50	1,335,000			Sand, Mansf. and Newark...100	905,222		
Boston and Chelsea...100	110,000	A. & O.	Apr. '71 4	Leeds and Farmington...100		J. & J.	July '71 3	Savannah and Charleston...100	1,000,000		
Boston, Concord & Mont...100	459,800			Lehigh and Mahanoy...50	2,158,566	J. & J.	Jan. '67 6	Schuykill and Susquehanna...50	1,269,150		
Do. pref. 100	1,340,400	M. & N.	May '71 3	Lehigh and Susquehanna...50	6,739,800	M. & N.	May '67 6	Schuykill Valley...50	203,757	J. & J.	July '71 5
Boston and Lowell...100	2,215,000	J. & J.	Jan. '70 3	Lehigh Valley...50	17,116,400	J. A. J. & O.	July '71 2	Second and Third St. (Ph.)...50	578,050	J. & J.	Jan. '71 3
Boston and Maine...100	4,471,275	J. & J.	July '71 5	Lehigh Luzerne...50	3,44,660	J. & J.	Jan. '69 4	Seaboard and Roanoke...100	868,200	M. & N.	Nov. '70 4
Boston and Providence...100	3,700,000	J. & D.	June '71 5	Little Miami...50	3,572,400	M. J. S. D.	June '71 2	Second Avenue (N. Y.)...100	670,000		
Broadway (South Boston)...50	400,000	J. A. J. & O.	July '71 2	Little Schuylkill...50	2,646,100	J. & J.	July '71 3	17th & 19th streets (Ph.)...50	130,000		
Broadway & 7th Av. (N. Y.)...100	2,100,000	J. & D.	June '70 3	Lomb. and South St. (Ph.)...25	90,000			Shamokin V. and Potomac...50	869,450	F. & A.	Feb. '71 3
Brooklyn City...100	1,000,000	F. M. A. N.	May '71 3	Long Island...50	8,000,000	F. M. A. N.	Aug. '66 2	Shore Line...100	658,200	J. & J.	Jan. '71 3
Brooklyn City & Newt'n...100	399,800			Louisav. and Lex...50	1,623,482	J. & J.	Jul. '69 3	Sixth Avenue (N. Y.)...100	750,000		
Buffalo, Bradford & Pitta...100	1,100,000			Do. pref. 100	848,700	J. & J.	Feb. '71 4	Somerville...100	75,000	M. & N.	May '71 3
Buff. New York & Erie...100	960,000	M. & N.	May '71 3	Louisville and Nashville...100	8,880,912	F. & A.	Dec. '70 3	South Carolina...100	5,819,275		
Buffalo and Erie...100	5,000,000	F. & A.	Aug. '70 4	Louis, N. Alb. & Chicago...100	2,800,000			South Shore...100	259,685		
Burlington and Mo. Riv...100	1,237,000	March	Mar. '71 10	Lowell and Lawrence...100	200,000	A. & O.	Apr. '71 3	South Western, Georgia...100	3,939,900	F. & A.	Feb. '71 4
Do. pref. 100	383,000	March	Mar. '71 10	Lowell Horse...100	55,830	J. & J.	Jan. '70 3	Staten Island...100	660,000	J. & J.	Jul. '67 4
Cambridge Horse (Boston)...100	727,800	A. & O.	Apr. '71 4	Macon and Western...100	2,500,000	J. & J.	July '71 5	Stony Brook...100	287,800	M. & N.	May '70 3
Camden and Amboy...100	5,847,800	F. & A.	Aug. '71 3	Mahanoy & P'd Mount'n...50	1,676,915			Stockbridge & Pittsfield...100	448,700		
Camden and Atlantic...50	377,100			Maine Central...100	3,400,000			Summit Branch...100	250,000	F. & A.	Aug. '71 3
Do. pref. 50	753,600			Manchester & Lawrence...100	1,000,000	M. & N.	May '71 5	Syr., Bingham, and N. Y...100	1,314,130		
Camden & Burlington Co...100	331,000			Marietta & Cincinnati...50	2,029,778			Taunton Branch...100	400,000	J. & D.	July '71 4
Cape Cod...50	915,577	J. & J.	Jul. '71 3	Do. 1st pref. 50	8,130,719	M. & S.	Sep. '66 3	Tennessee and Alabama...100	595,922		
Cape May and Millville...50	447,000	J. & D.	June '71 3	Do. 2d pref. 50	4,460,368	M. & S.	Sep. '66 3	Terre Haute and Indiana...50	1,988,150	J. & J.	July '71 6
Catawissa...50	1,159,500			Massachusetts...100	400,000	F. & A.	Dec. '70 3	Third Avenue (N. Y.)...100	1,760,000		
Catawissa, pref. 50	2,200,000	M. & N.	May '71 3	Memphis and Charleston...100	5,312,725			Thirteenth and Fif. (Ph.)...50	2,700,000	J. & J.	July '71 2
Cayuga & Susquehanna...50	689,110	J. & J.	July '71 4	Memphis and Ohio...100	670,000			Tol., Peoria and Warsaw...100	1,700,000		
Central & Hudson...100	755,000	M. & N.	May '71 3	Metropolitan (Boston)...100	1,250,000	J. & J.	July '71 5	Do. (E. D.) pref. 100	1,700,000		
Central of Georgia...100	4,666,300	J. & J.	July '70 5	Michigan Central...100	13,225,848	J. & J.	July '70 2	Do. (W. D.) pref. 100	1,300,000		
Central of New Jersey...100	15,000,000	J. & J.	July '71 4	Middleboro' and Taunton...100	149,029	J. & D.	Dec. '70 2	Tol., Wabash and West...100	14,700,000		
Central Ohio...100	2,425,000	J. & D.	June '71 3	Middlesex (Boston)...100	400,000	A. & O.	Apr. '71 3	Do. pref. 100	1,000,000	M. & N.	May '70 3
Do. pref. 100	400,000	J. & D.	Jun. '71 2	Mill Creek and Minehill...50	323,375	J. & J.	July '71 5	Troy and Boston...100	607,111		
Gen. Park, N. & E. River...100	970,000			Millville and Glassboro...100	405,020	F. & A.	Feb. '70 5	Troy and Greenbush...100	274,400	J. & D.	Jun. '71 3
Chemung...100	380,000	J. A. J. & O.	Jan. '70 3	Millw. & St. Paul...100	11,422,664			Union Transport'n (Bos.)...100	200,000	M. & N.	Nov. '70 4
Cheshire, preferred...100	2,085,925	J. & J.	July '71 2	Do. pref. 100	10,424,903			Union (Phila.)...50	291,475	J. & J.	July '71 1
Chicago and Alton...100	8,925,500	M. & S.	Mar. '71 5	M. Hill & Schuylk. Haven...50	3,856,450	J. & J.	July '71 3	Utica and Black River...100	1,666,000	J. & J.	July '70 3
Chicago, Burl. & Quincy...100	16,590,210	M. & S.	Mar. '71 5	Mobile and Ohio...100	4,269,320			Vermont and Canada...100	2,600,000	J. & D.	June '71 4
Chicago, Iowa & Nebraska...100	1,000,000	M. & S.	Mar. '71 5	Montgomery & W. Point...100	1,644,101	J. & D.	Dec. '67 4	Vermont Central...100	5,000,000		
Chicago and Milwaukee...100	2,247,000	J. & J.	July '71 5	Morris and Essex...50	11,990,950			Vermont and Massachusetts...100	2,600,000	J. & J.	July '71 2
Chicago & N. Western...100	14,678,629	J. & D.	June '71 5	Mt. Carbon & Pt. Carbon...50	282,350	J. & J.	July '71 4	Vicksburg and Meridian...100	367,408		
Do. pref. 100	20,370,293	J. & D.	June '71 5	Nashua and Lowell...100	720,000	M. & N.	May '71 5	Virginia Central...100	3,353,679		
Chicago, R. I. & Pacific...100	17,000,000	A. & O.	Apr. '71 4	Nashville & Chattanooga...100	2,056,544			Virginia and Tennessee...100	3,506,300		
Cin. Ham. & Dayton...100	3,500,000	A. & O.	Apr. '71 4	Naugatuck...100	1,818,000	F. & A.	Dec. '70 5	Western Union...100	2,707,693		
Cincinnati City Passenger...100		J. & J.	Jan. '68 2	New Bedford & Taunton...100	500,000	A. & O.	Apr. '71 4	West Jersey...100	1,209,000	F. & A.	Dec. '70 5
Do. Street...100		J. & J.	Jan. '68 2	New Haven & N. London...100	728,538			West Philadelphia...100	249,100	J. & J.	Jan. '71 5
Cin. Sand. & Clev. pref. 50	428,646	M. & N.	May '71 3	N. Haven & Northampton...100	1,800,000	J. & J.	Jan. '68 3	Wilm. and Weldon...100	1,463,775		
Citizens' Passenger (Phila.)...50	192,750	J. & J.	July '71 7	New Jersey...100	7,297,200	F. & A.	Aug. '71 3	Winchester and Potomac...100	1,547,650	J. & J.	Jan. '71 3
Clev. Col. & Ind...100	11,620,000	F. & A.	Aug. '71 3	New London Northern...100	1,003,500			Warren...100	1,547,650		
Cleveland & Mahoning...50	2,056,750	M. & N.	May '71 3	N. Y. Central & Hudson R...100	45,000,000	A. & O.	Apr. '71 4	Worcester and Nashua...75	1,400,555	J. & J.	July '71 5
Cleveland and Pittsburgh...50	7,494,588	F. M. A. N.	May '71 2	Do. Certificates 100	44,428,330	A. & O.	Apr. '71 4				
Cleveland and Toledo...50	5,000,000	F. M. A. N.	Feb. '71 4	New York and Harlem...50	8,500,000	J. & J.	July '71 4				
Columbus and Xenia...50	1,786,800	M. J. S. D.	June '71 2	Do. pref. 50	1,500,000	J. & J.	July '71 4				
Concord...100	1,500,000	M. & N.	May '71 5	New York & New Haven...100	9,000,000	J. & J.	July '71 5				
Concord & Ports. guar. 100	350,000	J. & J.	July '71 3	N. Y., Provid. & Boston...100	2,000,000	J. & J.	July '71 4				
Coney Island & Brooklyn...100	600,000			Niag. Bridge & Canada...100	1,000,000	J. & J.	July '71 3				
Conn. & Passum. R. pref. 100	2,084,200	F. & A.	Aug. '71 3	Norfolk & Petersburg guar. 100	137,500	J. & J.	July '70 3				
Connecticut River...100	1,700,000	J. & J.	July '71 5	North Carolina...100	4,000,000	A. & J.	May '71 3				
Cumberland Valley...50	1,316,900	A. & O.	Oct. '70 4	Northern Central...50	5,000,000	M. & N.	May '71 3				
Danbury and Newfalls...50	400,000	quarterly		North Eastern (S. C.) pref. 100	155,000						
Dayton and Michigan...100	2,400,000			Northern of N. Hampsh...100	3,068,400	J. & D.	Jan. '71 4				
Delaware...100	1,107,291	J. & J.	Jan. '71 3	North Pennsylvania...50	3,150,150						
Del., Lackaw. & Western...50	16,277,500	J. & J.	Dec. '70 6	Norwich & Worcester...100	2,364,400	J. & J.	Dec. '70 5				
Des Moines Valley...100	1,820,200			Ogden & L. Champlin...100	3,051,800	J. & J.	July '71 3				
Detroit & Milwaukee...100	452,350			Do. pref. 100	2,000,000	A. & O.	Apr. '71 4				
Do. pref. 100	2,095,000			Ohio and Mississippi...100	19,995,847						
D. Dock, E. B'dw. & Bat...100	1,200,000	F. M. A. N.	May '70 2	Do. pref. 100	4,024,474	J. & D.	Jun. '71 3				
Dubuque and Sioux City...100	5,000,000	J. & J.	July '71 2	Oil Creek & Allegheny R...50	4,259,450	J. A. J. & O.	July '71 2				
Do. do. pref. 100		J. & J.	July '71 2	Old Colony & Newport...100	4,959,020	J. & J.	July '71 3				
East Mahanoy...50	392,550	J. & J.	July '71 2	Orange and Newark...100	289,550						
Eastern (Mass.)...100	4,062,000	J. & J.	July '71 4	Oswego and Syracuse...50	482,400	F. & A.	Feb. '71 4				
Eastern (N. H.)...100	492,500	J. & J.	July '71 4	Pacific of Missouri...100	3,711,196						
East Pennsylvania...50	1,309,200			Panama...100	7,000,000	J. A. J. & O.	Jan. '71 3				
East Tenn. Va. and Ga...100	1,969,524			Paterson and Ramapo...100	248,000	J. & J.	Jan. '71 4				
Eighth Avenue (N. Y.)...100	1,000,000	J. A. J. & O.	Jan. '69 4	Paterson and Hudson Riv...100	630,000	J. & J.	July '71 4				
Elm. Jeffers & Canand...100	800,000	F. & A.	Feb. '71 2	Pennsylvania...50	38,850,000	M. & N.	May '71 5				
Elmira & Williamsport...50	500,000	M. & N.	May '71 2	Peoria & Bureau Valley...100	1,200,000	F. & A.	Feb. '71 4				
Do. pref. 50	500,000	J. & J.	Jun. '71 3	Peoria and Hannibal...100	600,000	J. & J.	Jul. '69 8				
Erie Railway...100	75,000,000	F. & A.	Feb. '66 4	Petersburg...100	1,325,						

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[illegible]

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B. C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	93
Alabama and Georgia:							2d Mortgage.....	380,000	7	May & Nov.	" "	1872	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Burlington, Cedar Rapids & Minn.	20,000pm	7*	May & Nov.	New York.	1919	88 1/2
Albany and Susq. (D. & H. Canal):							1st Mortgage conv. & skg f'd. gold						
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	....	Burlington and Missouri River.	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	" "	1885	95	Stock Bonds	1,999,380	8	" "	" "	1878	....
2d Mortgage, 1869.....	175,000	7	May & Nov.	" "	1881	....	Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	" "	1879	....
Albany City Loan, 1865.....	1,000,000	6	" "	" "	1895	....	Stock Bonds	1,246,800	8	Jan. & July.	" "	1889	....
Allegheny Valley:							1st Mort. (Branch) bonds.....	900,000	8	" "	" "	1894	....
1st General Mortgage, 1866.....	4,000,000	7 1/2	Jan. & July.	New York.	1896	95	1st Mortgage land grant inconv.	5,000,020	7	April & Oct.	New York.	1893	....
1st Mortgage, Eastern Ex.....	45,000	7	" "	" "	....	....	Burlington & Mo. Riv. in Neb.:	3,360,000	8	Jan. & July.	Boston.	1894	96
Special Bonds to State of Penn.	8,500,000	5	" "	" "	....	....	1st Mort. for \$5,000,000, conv....						
American Central (C. B. & Q.):							California Pacific:	2,250,000	7*	Jan. & July.	New York.	1889	....
1st Mortgage, traffic guar. 1863..	800,000	8	Jan. & July.	New York.	1878	....	1st Mortgage, sinking fund.....						
Androscoquin:							Camden and Amboy:	1,396,824	6*	April & Oct.	London.	1880	....
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Sterling Bonds, £288,000 @ 454...	675,000	6	" "	New York.	1875	95
Andros & Kennebec (Maine C.):							Dollar Loan of 1875.....	1,700,000	6	Feb. & Aug.	" "	1883	93
1st Mortgage 1880 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Dollar Loan of 1883.....	866,000	6	March & Sept.	" "	1889	90
Atchison, Topeka and Santa Fe:							Dollar Loan of 1889.....	4,929,200	6	June & Dec.	" "	1889	96
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	85	Consolidated Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Atlanta and Richmond Air Line:							Sterling (United Co's) Loan.....	154,000	6	" "	New York.	1894	....
1st Mortgage tax free, 1870.....gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Dollar (United Co's) Loan.....						
Atlantic and Great Western:							Camden and Atlantic:	490,000	7	Jan. & July.	Philadelphia.	1873	....
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	London & N. Y.	'76-'84	....	1st Mortgage of 1853.....	500,000	7	April & Oct.	" "	1879	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....	2d Mortgage of 1854.....						
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	Camden and Burlington County:	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic and Gulf:							1st Mortgage of 1865.....	600,000	8	May & Nov.	New York.	1879	....
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	Carthage & Burlington (C.B. & Q.):						
Atlantic, Mississippi and Ohio:							1st Mortgage guar. and free tax..						
1st Mortgage on whole line.....	15,000pm	....	" "	New York.	1901	....	Catawissa:	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Atlantic and North Carolina:							1st Mortgage.....						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	Cedar Falls and Minnesota R. C.:						
Atlantic and Pacific:							1st Mort. (C. F. & Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	83 1/2
Land Mort. (500,000 acres).....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
1st Mortgage (So. Pacific).....gold	7,250,000	6*	" "	" "	1888	....	Cedar Rapids & Mo. Riv. (C. & N.W.)	3,617,000	7	April & Oct.	New York.	'91-'16	88
Atlantic and St. Lawrence:							1st Mortgage Land Grant.....						
Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871	....	Central Branch Union Pacific:	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	1st Mort. (Atch. & Pike's P.) gold	1,600,000	6	Jan. & July.	" "	1895	....
2d Mortgage, sterling.....	585,500	6*	" "	London.	1884	....	2d Mortgage Govern't subsidy.						
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	" "	1878	....	Central of Georgia:	782,000	7	March & Sept.	Savannah.	1875	....
Bald Eagle Valley (Penn. R.R.):							1st Mortgage.....						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	Central of Iowa:	16,000pm	7*	Jan. & July.	New York.	1899	....
2d Mortgage.....	100,000	7	" "	" "	1884	....	1st Mort. conv. & tax free.....gold						
Baltimore and Ohio:							Central of New Jersey:	254,000	7	May & Nov.	New York.	1875	....
Loan of 1855, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	95 1/2	2d Mortgage.....	2,837,000	7	Feb. & Aug.	" "	1890	100 1/2
Loan of 1850.....	579,500	6	" "	" "	1880	....	New Loan for \$5,000,000.....						
Loan of 1853.....	1,710,500	6*	April & Oct.	" "	1885	96	Central Ohio (B. & O.):	2,500,000	6	March & Sept.	Baltimore.	1890	86 1/2
Loan of 1870.....	3,872,000	6*	March & Sept.	London.	1895	....	1st Mortgage guaranteed.....						
Loan of 1853 (Baltimore) skg f'd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	Central Pacific of California:	26,010,000	6*	Jan. & July.	New York.	'95-'99	98 1/2
Baltimore and Potomac:							1st Mortgage.....	1,500,000	7*	" "	" "	1885	....
1st Mort. of '69 for \$3,000,000 g'd		6*	Jan. & July.	New York.	1899	....	Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1883	100 1/2
Bangor and Piscataquis:							Convertible bonds.....	10,000,000	....	" "	" "	....	....
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....	Income bonds.....						
Barclay Coal:							Charlotte and Savannah:	505,000	6	May & Nov.	Charleston.	1870	....
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	1st Mortgage guar. by S. Car....						
Bay City and East Saginaw:							Charlotte, Columbia & Augusta:						
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
Bay de Noquet and Marquette:							1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mortgage (consol. 195 m.)...	786,000	7	" "	" "	1895	....
Belfast and Moosehead Lake:							Cheraw and Darlington:						
1st Mort. guar. by M.C.C. & Ind.:	150,000	6	May & Nov.	Portland.	1890	....	1st Mortgage.....	500,000	7	April & Oct.	Charleston.	1870	....
Belleville and Ind. (C.C. & Ind.):							2d Mortgage.....	75,000	7	Jan. & July.	" "	1879	....
1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	Cherry Valley, Sharon & Albany:						
Belleville and Snow Shoe:							1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	Cheapeake and Ohio:						
Beloit and Madison (C. & N.W.):							Consol. sink fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	....
1st Mortgage guaranteed.....	254,000	7	Jan. & July.	New York.	1888	....	1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
Belvidere Delaware:							2d Mort. (" " ")	186,500	6	" "	" "	1872	....
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....	3d Mort. (" " ")	901,000	6	" "	" "	1884	....
2d Mortgage } Camden and	495,500	6	March & Sept.	Princeton.	1885	....	Income.....	300,000	8	" "	" "	1876	....
2d Mortgage } Amboy.	745,000	6	Feb. & Aug.	" "	1887	85	Cheshire:						
Blue Ridge, (S. Car.):							Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80	95
1st Mortgage guar. by State, gold	4,000,000	7	Jan. & July.	Charleston.	1898	....	Chester Creek:						
Boston, Clinton and Fitchburg:							1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....	Chester & Chicago Br. Junction:						
Equalization or consol. bonds...	248,000	8	" "	" "	....	....	1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
2d Mortgage of 1869-'70.....	152,500	7	" "	" "	'89-'90	....	Chester and Tamarac:						
Boston, Concord and Montreal:							1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
1st Mort. (Conc. to War. 71 m.)	760,000	7	Feb. & Aug.	New York.	1865	....	Chester Valley:						
2d Mort. conv. (1st M. on 22 1/2 m.)	150,000	6	Jan. & July.	Boston.	1870	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
2d Mort. conv. (1st M. on 22 1/2 m.)	200,000	7	" "	New York.	1870	....	Chicago and Alton:						
Sinking Fund Mortgage.....	624,000	6	" "	Boston.	1889	....	1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
Boston, Hartford and Erie:							1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	102 1/2
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	....	2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	95
1st Mortgage (new) for \$20,000,000	14,000,000	7	Jan. & July.										

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Interest Payable.						Interest Payable.					
Description of Bonds.	Amount.	Rate.	When.	Where.	Due.	Description of Bonds.	Amount.	Rate.	When.	Where.	Due.
Chicago, Cincinnati and Louisv. : 1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	Columbus and Hocking Valley : 1st Mortgage skg fund.....	\$1,408,000	7	April & Oct.	New York.	1897
Chicago, Danville and Vincennes : 1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	2d Mortgage.....	118,000	7	Jan. & July.	" "	1890
Chicago, Dubuque & Minnesota : 1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	Columbus, Springfield and Cin. : 1st Mortgage for \$1,000,000.....		7		New York.	18—
Chicago and Illinois Southern : 1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	Columbus and Xenia : 1st Mortgage.....	302,000	6	March & Sept.	New York.	1890
Chicago, Iowa and Nebraska : 2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	Concord and Claremont : 1st and 2d Mortgage.....	374,000	6		Boston.	Due.
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	" "	1892	Connecticut and Passumpsic Riv. : 1st Mortgage skg fund, 1866.....	475,000	6	June & Dec.	Boston.	1876
Chicago & Milwaukee (C. & N.W.) : 1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	Notes payable, coupon tax free.....	481,000	7	" "	" "	1876
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	Connecticut River : 1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878
Chicago and Northwestern : Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	Connecticut Western : 1st Mortgage.....	81,500	7		Hartford.	18—
Interest (Pd coup.) b'ds (193m.).	755,000	7	May & Nov.	" "	1883	Connecting (Philadelphia) : 1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890
1st Mortgage General (193 m.).....	3,562,500	7	Feb. & Aug.	" "	1885	Contoocook River : 1st Mortgage.....	30,000	6		Boston.	18—
1st Mortgage, Appleton Ext.....	184,000	7	" "	" "	1885	Cooperstown and Susq. Valley : 1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889
1st Mortgage, Green Bay Ext.....	300,000	7	" "	" "	1885	Coun. Bluffs & St. Jo. (K. C. y. St. J.) : 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1880
Equipment Mortgage.....	101,000	7	April & Oct.	" "	1874	2d Mortgage.....	150,000	10	" "	" "	1872
1st Mort. (Gal. & Chic. U. R. R.) : 2d Mort. (Gal. & Chic. U. R. R.)	1,807,000 987,000	7 7	Feb. & Aug. May & Nov.	" " " "	1882 1875	Covington and Lex. (Ky. Cen.) : 1st Mortgage March 1862.....	123,000	7	March & Sept.	New York.	1872
Miss. Riv. Bridge (") : 1st Mort. (Elgin and State Line).....	200,000 138,000	7 7	Jan. & July. " "	" " " "	1884 1878	2d Mortgage March 1863.....	844,000	7	" "	" "	1883
1st Mortgage (Peninsula).....	855,000	7	March & Sept.	" "	1898	3d Mortgage June 1865.....	237,000	7	June & Dec.	" "	1886
Consol. skg fund Mort. (800 m.).....	2,077,000	7	May & Nov.	" "	1915	Cumberland Coal and Iron : 1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891
Equipment Mortgage.....	825,000	10	" "	" "	1871	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	" "	1888
1st Mort. (Chic. & Mil. R.R.) 45m. 2d Mort. (") 45m. 3d Mort. (") 40m.	397,000 6,400 182,000	7 7 7	May & Nov. Feb. & Aug. March & Sept.	" " " " " "	1874 1870 1874	1st Mort. (George's Cr.) assumed Cumberland Valley : 1st Mortgage.....	98,600	6	June & Dec.	" "	1881
1st Mort. (Mil. & Chi. R.R.) 40m. 3d Mort. (") 40m. 1st Mort. (Chi. & Mil. R.R.) 85m	10,500 10,500 1,129,000	7 7 7	June & Dec. " "	" " " "	1898 1898 1898	2d Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904
1st Mort. (Bel. & Mad. R.R.) 46m. Chicago & Mich. Lake Shore : 1st Mortgage.....	354,000 4,000,000	7 8	Jan. & July. March & Sept.	" " New York.	1888 1889	3d Mortgage June 1865.....	109,500	8	" "	" "	1908
Chicago, Pekin & Southwestern : 1st Mortgage.....gold	25,000pm	7	Jan. & July.	New York.	1891	Plain bonds.....	81,800	8	Jan. & July.	" "	1884
Chicago, Rock Island and Pacific : 1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	Danbury and Norwalk : 1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880
Chi. & Southwestern (C. R. I. & Pac.) : 1st Mort. guar. and tax free, gold	5,000,000	7	May & Nov.	New York.	1889	1st Mortgage of 1869.....	200,000	7	" "	" "	1890
Chillicothe & Brunswick (N. Mo.) : 1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	Danv. Hazleton & Wilkesbarre : 1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888
Cincinnati, & Balt. (Mar. & Cin.) : 1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	Davenport and St. Paul : 1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890
Cincinnati, Hamilton and Dayton : 1st Mort. of 1863 extended.....	1,250,000	7	May & Nov.	New York.	1880	Dayton and Michigan : 1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	2d Mortgage.....	642,000	7	March & Sept.	" "	1879
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	" "	1877	3d Mortgage.....	700,000	7	April & Oct.	" "	1888
Cinc. and Indiana (C. Laf. & Chi.) : 1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	Toledo Depot bonds.....	169,500	7	March & Sept.	" "	1871
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	1892	Dayton and Union : 1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879
Cincinnati and Indianapolis June : 1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	2d Mortgage.....	135,000	7	June & Dec.	" "	1879
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	Income Bonds.....	252,445	6	" "	" "	1879
1st Mortgage (Newcastle Br.) : Cincinnati, Lafayette and Chi. : 1st Mortgage.....gold	250,000 20,000pm	7 7	June & Dec. March & Sept.	" " New York.	1884 1901	Dayton and Western : 1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	1st Mortgage.....	433,000	6	" "	" "	1905
Cincinnati, Richmond & Chicago : 1st Mortgage.....	560,000	7	Jan. & July.	" "	1889	Decatur & St. Louis (T. W. & W.) : 1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890
2d Mortgage.....	65,000	7	" "	" "	1889	1st Mortgage.....	500,000	8	March & Sept.	New York.	1901
Cincinnati, Sandusky and Clev. : 1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	Delaware : 1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875
1st Mort. (San. Day. and Cin.).....	988,000	6	Feb. & Aug.	Boston.	1900	Delaware State Loan.....	170,000	6	" "	" "	1876
1st Mort. (San. City and Ind.).....	350,000	7	March & Sept.	" "	1877	Guaranteed Bonds.....	100,000	6	" "	" "	1875
Cincinnati and Zanesville : 1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	Exten. (Stamf. to Delmar) bonds.....	100,000	6	" "	" "	1880
1st Mortgage.....	365,000	7	June & Dec.	New York.	1893	Delaware, Lackawann. & Western : 1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871
1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	" "	1875
1st Mort. (C. C. and C. R. R.) : 1st Mort. (Buff. and Ind. R.R.).....	365,000 646,000	7 7	June & Dec. Jan. & July.	" " " "	1871-84 1870-95	2d Mort. (General).....	1,633,000	7	March & Sept.	" "	1881
Cleveland and Mahoning : 1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	Denver Pacific : 1st Mortgage (Land grant).....gold	2,500,000	7	May & Nov.	New York.	1897
3d Mortgage sinking fund.....	654,500	8	March & Sept.	" "	1876	Des Moines Valley : 1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877
1st Mort. (Hubbard Br.) skg'd Clev., Mt. Vernon and Delaware : 1st Mort. for \$1,500,000.....gold	117,500 143,000	7 7	Jan. & July. Jan. & July.	" " New York.	1881 1900	1st Mortgage Land grant.....	4,690,000	8	" "	" "	1898
Clev., Painesv. & Ash. (L. Shore) : 1st Mortgage Sunbury and Erie. 2d Mortgage (registered).....	500,000 1,000,000	7 7	Jan. & July. Jan. & July.	New York.	1874 1880	Income Bonds.....	462,000	7	Jan. & July.	" "	1884
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	Detroit, Hillsdale and Indiana : 1st Mort. (16,000 p. m.).....guar.	1,080,000	8	June & Dec.	New York.	1890
Cleveland and Pittsburgh : 2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	Detroit, Lansing & L. Michigan : 1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890
3d Mortgage.....	1,358,000	7	May & Nov.	" "	1875	1st Mortgage Ionia and Lansing. 2d Mortgage Ionia and Lansing.	770,000 300,000	8 8	Jan. & July. May & Nov.	" " " "	1879 1880
4th Mortgage.....	1,104,844	6	Jan. & July.	" "	1892	1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875
Consol. skg'd Mort. \$5,000,000.....	528,000	7	May & Nov.	" "	1900	2d Mortgage.....	1,000,000	8	" "	" "	1875
Cleveland & Toledo (L.S. & M. So.) : 1st Mortgage Sinking Fund.....	2,104,000	7	Jan. & July.	New York.	1885	1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875
1st Mort. (June R. R.).....	864,000	7	April & Oct.	" "	1888	2d Mortgage Funded Coupons.....	377,116	7	May & Nov.	" "	1875
Colebrookdale : 1st Mort. guar. by Ph. and Rdg. Columbia and Augusta (C. U. & A.) : 1st Mortgage on 85 miles.....	115,000 584,700	7 6	June & Dec. June & Dec.	" " Philadelphia.	1872 1898	Bonds of June 30, 1886, (cond.).....	1,916,639	6	" "	N.Y. & Detroit.	1886
Columbus, Chicago & Ind. Cent. : 1st Mortgage Consol. skg fund.....	371,500 15,000,000	7 7	Jan. & July. April & Oct.	New York.	1890 1903	Bonds of Sept. 6, 1866.....	300,000	6	March & Sept.	New York.	1886
2d Mortgage Consol. skg fund.....	5,000,000	7	Jan. & July.	" "	1909	Sterling (Oak. & Ottawa R. R.).....	160,867	6	May & Nov.	N.Y. & London.	1873
Columbus & Ind. Cen. (C.C. & I.C.) : 2d Mortgage.....	821,000	7	Jan. & July.	New York.	1886	Dollar (").....	51,000	7	" "	New York.	1873
Income Bonds.....	1,243,000	7	May & Nov.	" "	1881	Detroit, Mon. & Tol. (M.S. & N.L.) : 1st Mortgage Aug. 1, 1850.....	924,000	7	Feb. & Aug.	New York.	1876
						Detroit and Pontiac (Det. & Mil.) : 1st Mortgage.....	150,000	7	April & Oct.	New York.	1878
						2d Mortgage.....	100,000	7	Jan. & July.	" "	1878
						Dixon, Peoria & Han. (C.B. & Q.) : 1st Mortgage, traffic guarantee	250,000	8	Feb. & Aug.	" "	1898
						Dubuque, Bellevue and Miss. : 1st Mortgage.....	800,000	8	Jan. & July.	New York.	1890
						Dubuque Southwestern : 1st Mortgage, preferred.....	1,000,000	8	April & Oct.	New York.	1890
						2d Mortgage.....	100,000	7	Jan. & July.	New York.	1883
						Dunkirk, Warren and Pittsburg : 1st Mortgage tax free.....gold	450,000	7	April & Oct.	" "	1883
							1,000,000	7	June & Dec.	New York.	1900

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.):						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1853	....	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (construction).....	600,000	7	"	"	1894	....	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	"	1888	....
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888	....	Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Mortgage not guaranteed....	376,766	7	"	"	'81-'86	....
East Brandywine & Waynesburg.							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	....
2d Mortgage.....	35,000	8	"	"	1873	....	Hackensack & New York (Erie):						
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	....	Hackensack & N. York Ext. (Erie):						
East Tenn. & Georgia (E.T.V. & G.):							1st Mortgage of May 1, 1869....	129,100	7	May & Nov.	New York.	1889	....
1st Mortgage.....	640,000	6	Mar. & July	New York.	1880	....	Hannibal and Naples:						
Interest bonds (funded coupons)	136,400	7	"	"	1876	....	1st Mortgage of Nov. 1, 1868....	675,000	7	May & Nov.	New York.	1898	....
East Tennessee, Virginia & Ga.:							Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage, consol. skg fund..	3,500,000	7	Jan. & July.	New York.	1900	....	1st Mortgage guaranteed.....	5,000pm	7	Jan. & July.	New York.	1890	....
Eastern Mass.:							Hannibal and St. Joseph:						
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....	Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871	97
Loan of 1862, sterling.....	383,000	6*	Jan. & July.	London.	1872	....	Mo. State Loan, 1855.....	1,500,000	6	"	"	"	1885
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	99	Six years Mortgage bonds.....	69,000	10	"	"	"	1872
Loan of 1865.....	160,000	6	April & Oct.	"	1885	98	Three years' notes.....	810,000	8	"	"	"	1873
Loan of 1866.....	1,000,000	6	March & Sept.	"	1888	....	Five years' notes.....	1,024,300	8	"	"	"	1875
Loan of 1869.....	500,000	6	May & Nov.	"	1889	....	Fifteen years' bonds.....	1,09,500	8	"	"	"	1885
Keokuk Railroad 1st Mortgage.....	194,400	6	Jan. & July.	"	1876	....	1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	"	1892	102
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	"	1892	....
1st Mortgage.....	400,000	....	Jan. & July.	Baltimore.	1880	....	Land Mortgage.....	1,503,700	7	April & Oct.	"	1888	....
2d Mortgage.....	180,000	....	April & Oct.	"	1886	....	Convertible Mortgage.....	5,600	7	Jan. & July.	"	1888	....
Elizabethtown and Paducah:							Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	....
Elmira and Williamsport (N. Cen.):							Harlem Extension:						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	....	1st Mortgage of Jan. 1, 1870....	4,000,000	7	Jan. & July.	New York.	1890	....
Income Mortgage.....	570,000	5	May & Nov.	"	1872	....	Harrisburg & Lancaster (Pa. R.R.):						
Real Estate (Elmira) bond.....	50,000	....	"	"	....	....	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1888	92
Erie Railway:							Hartford and New Haven:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	....	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	....	Hartford, Providence and Fishkill:						
3d Mortgage.....	6,000,000	7	"	"	1883	95	1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	....
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880	89	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	Hartford.	1876	....
5th Mortgage convertible.....	926,000	7	June & Dec.	"	1888	....	Hastings and Dakota:						
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	"	1891	....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	....
Sterling Loan (£1,000,000) conv.	4,544,400	6*	March & Sept.	London.	1875	....	Hempfield:						
Erie and Pittsburgh (Penn.):							1st Mortgage (part collateral)...	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	....	Houston:						
2d Mortgage.....	153,000	7	March & Sept.	"	1890	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1895	....	2d Mortgage.....	500,000	7	Feb. & Aug.	"	1885	....
European & North American:							3d Mortgage of 1860.....	50,000	7	April & Oct.	"	1889	....
For L'n. 1st on 65 m. & 2d on 45 m.	2,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....	Houston and Texas Central:						
1st m. R.R. & L'd B to Win. 45 m	2,000,000	6*	"	"	1899	....	1st Mortgage L.G. skg fund-gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Evansville and Crawfordsville:							Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage (Ev. & Ill. R.R.)....	350,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage (Ev. & Chi. R.R.)....	740,000	7	May & Nov.	"	1889	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	93
1st Mort (Rockville Extension)....	150,000	7	Feb. & Aug.	"	1881	....	3d Mortgage.....	180,000	7	May & Nov.	"	1875	....
Consolidated Mortgage.....	....	7	Jan. & July.	"	1889	....	Huntington and Broad Top Mt.:						
Evansville, Henderson & Nashv.:							1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	....
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	....
Fall River, Warren & Providence:							1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	"	1895	47
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	....	Illinois Central						
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,090,000	7*	April & Oct.	New York.	1875	106
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	....	2d Mortgage Construction.....	332,000	6*	"	"	1875	....
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	"	"	1890	....
1st Mortgage L. G., 1st mort.....	267,000	7	May & Nov.	New York.	1880	....	Redemption, sterling.....	2,500,000	6*	"	London.	1890	....
1st Mortgage L. G., 2d mort.....	319,000	7	Jan. & July.	"	1887	....	Illinois & South. Iowa (T.W. & W.):						
1st Mortgage L. G., 3d mort.....	1,200,000	8	March & Sept.	"	1888	....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	88
F. & Holly R.R. b'ds (\$25.00 a yr)	600,000	10	May & Nov.	"	1888	....	Indiana and Illinois Central:						
Flushing & North Side (L. I.):							1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	....	Indianapolis, Bloom. & West.:						
Fonda, Johnston & Gloversville:							1st Mortgage, conv.....gold	3,000,000	7*	April & Oct.	New York.	1909	....
1st Mortgage.....	300,000	7	"	New York.	1889	....	2d Mortgage.....	1,500,000	8	"	"	1890	....
Ft. W., Jackson & Sag. (Mich. C.):							Indianapolis, Cin. and Lafayette:						
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage (Ind. & Cin.) 95 m.	1,539,500	7	April & Oct.	New York.	1888	....
Ft. W., Muncie & Cin. (F.W. J. & S.):							1st Mortgage (J. C. & I.) 179 m.	2,770,000	7	Feb. & Aug.	"	1897	....
1st Mortgage guaranteed.....gold	1,800,000	7*	Jan. & July.	New York.	1889	....	1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	"	1899	....
Galena & Chic. Union (C. & N.W.):							1st Mortgage (Cin. and Ind.)...	500,000	7	"	"	1893	....
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	....	2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	"	'77-'78	....
2d Mortgage.....	985,000	7	May & Nov.	"	1875	98	Indianapolis, Crawfordsv. & Danv.:						
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	"	1884	....	1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Georgia:							Indianapolis & Madison (J.M. & I.):						
Bonds (various).....	615,000	7	Jan. & July.	Augusta.	'71-'86	....	1st Mortgage of May 1, 1862....	397,000	7	May & Nov.	New York.	1882	....
Goshen and Deckertown (Erie):							Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	....	1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	....
Gr. Rapids & Indiana (P.E. W. & O.):							2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	"	1889	....
1st Mortgage guar half yr.....gold	4,000,000	7*	Jan. & July.	New York.	1899	....	Ionia & Lansing (D.L. & L. Mich.):						
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	"	1899	....	1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	....
Grand Trunk (Can.):							2d Mortgage assumed.....	300,000	8	May & Nov.	"	1880	....
1st Preference Bonds \$2,763,325.	13,516,625	5*	Jan. & July.	London.	....	....	Iowa Falls & Sioux City (Ill. Cen.):						
2d Preference Bonds \$1,610,264.	8,061,320	4*	"	"	....	....	1st Mortgage of April 1, 1869....	2,900,000	7	April & Oct.	New York.	1899	....
3d Preference Bonds \$758,510.	3,722,550	4*	"	"	....	....	Iowa Midland (C. & N. W.):						
4th Preference Bonds \$5,571,210.	27,865,005	6*	"	"	....	....	1st Mort. of Aug. 1, 187						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies 'Payable in Coin.'

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1906	....	1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	1872	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	"	"	1910	....	1st Mort. of 1868 (coup. & reg.) free	3,343,000	6	June & Dec.	"	1898	96
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1882	....	1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	"	"	1900	....
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	"	1873	....	1st Mort. (Hazleton R.R.) of 1862	182,000	6	April & Oct.	"	1872	....
Louisville Loan (Jefferson R.R.)	74,000	6	"	"	1882	....	Lewey's Island (S. C. & P.):						
Joliet and Chicago (C. & Alton):							1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
1st Mortgage sfg fund guar.....	410,000	8	Jan. & July.	New York.	1882	....	Little Miami & Colum. & Xenia:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
Junction (Cin. & Indianapolis):							1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (D. & W'tn.).....	275,000	7	Jan. & July.	"	1905	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	1st Mortgage (").....	433,000	6	"	"	1905	....
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	....	Little Rock and Fort Smith:						
Junction, Philadelphia:							1st Mortgage for \$3,500,000 gold	.....	6*	Jan. & July.	Boston	1899	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Little Rock, Pine Bluff & N. O.: gold	.....	7*	"	New York.	1889	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	....	1st Mortgage.....	.....	.....	.....	.....	.....	....
Junction and Breakwater:							Little Schuylkill (P. & Rdg.):						
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Kalam., Alleg. & Gr.R. (L.S. & M.S.):							Logansport, Crawford & S'w'n Ind.: gold	1,500,000	8	J. A. J. O.	New York.	1890	....
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	....	Long Branch and Sea Shore:						
Kalamazoo, & S. Haven (M.Cen.):							1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	....	Long Island:						
Kalam. & Three Riv. (L.S. & M.S.):							1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	....
Kalam. & W. Pigeon (L.S. & M.S.):							1st Mortgage (Glen Cove Br.).....	150,000	6	May & Nov.	"	1893	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....	General Mortgage of 1869.....	775,000	8	"	"	1899	....
Kansas City and Santa Fe:							Louisville & Miss. Riv. (Ch. & Al):						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....	1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Kan. City, St. Jo. & Coun. Bluffs:							Louisville, Cin. and Lexington:						
1st Mortgage (consolid.) 264 m.....	687,000	8	March & Sept.	N.Y. & Bos'tn.	1890	....	1st Mortgage (Cincinnati Br.).....	3,000,000	7	Jan. & July.	New York.	1897	....
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	"	1880	....	2d Mortgage (general).....	1,000,000	8	April & Oct.	"	1900	....
2d Mort. (").....	150,000	10	"	"	1872	....	1st Mort. (Lo. & Frankfort Br.)	82,000	6	Jan. & July.	"	71-78	....
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	8	March & Sept.	"	1892	....	Louisv. Loan (").....	100,000	6	"	"	1881	....
2d Mort. (").....	539,500	8	June & Dec.	"	1874	....	1st Mort. (Lex. & Frankfort)...	25,000	6	"	"	1874	....
1st Mort. (Mo. Valley 61 m.).....	1,500,000	7	Feb. & Aug.	New York.	1893	....	Louisville and Nashville:						
2d Mort. (").....	1,500,000	7	"	"	1893	....	1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Kansas Pacific (U. Pac. E. D.):							Louisville Loan (Main Stem).....	849,000	6	April & Oct.	"	86-87	....
1st Mort. on R.R. 140 m.....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	"	1887	....
1st Mort. on R.R. 254 m.....gold	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage (Memphis Br.).....	197,000	7	"	"	71-72	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	"	1896	....	1st Mortgage (Bardonia Br.).....	1,000	7	Jan. & July.	"	1870	....
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	"	71-76	....	1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	"	80-81	....
1st M. on R.R. 245 m. & 3,000,000 a	6,500,000	7	May & Nov.	"	1899	....	Louisville Loan (Leb. Br. Ext.)...	333,000	6	April & Oct.	"	1893	....
1st M. on lands E. of 380th m.	2,000,000	7	Jan. & July.	"	1880	....	Consolid. mort. of April 1, 1868.	5,500,000	7	"	"	1898	....
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	"	"	95-97	....	Lowell & Lawrence (B. & L.):						
3d Mort. Income on 429 m.....	4,275,000	7	(after 5 years.)	"	1916	....	1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Kent County (Del.):							Macon and Brunswick:						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....	1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-90	....
Kentucky Central (Cov. & Lex.):							2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"	1889	....
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....	3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	"	1890	....
2d Mortgage March 1863.....	844,000	7	"	"	1883	....	Equipment Mortgage.....	150,000	....	.....	.....	.....	....
3d Mortgage June 1868.....	237,000	7	June & Dec.	"	1885	....	Macon and Western:						
Keokuk, Iowa City and Minn.:							1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....	Madison and Portage:						
2d Mortgage.....	5,000pm	7	"	"	1891	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1835	....
Keokuk and St. Paul (C.B. & Q.):							Maine Central:						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....	Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	90-91	....
Lackawanna and Bloomsburg:							Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
1st Mortgage.....	400,000	7	Jan. & July.	New York.	1875	....	Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	"	1895	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Mort. (Ext.) for \$500,000.....gold	112,000	6*	April & Oct.	"	1900	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	1st Mort. (B.to P. & Ken.) exch. 7s	677,000	6	"	"	1872	....
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	....	2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....	Mansfield & Framling. (B.C. & F.):						
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	....
La C. Trempealeau & Pres. (C. & N.W.):							Marietta and Cincinnati:						
1st Mortgage, guaranteed.....	800,000	7	"	"	....	....	1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
Lafayette, Bloomington & Miss.:							1st Mortgage Dollar.....	2,454,528	7	"	Baltimore.	1891	9
1st Mortgage.....	1,300,000	8	"	"	....	....	2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	8
Lafayette, Muncie & Blooming.:							3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	"	1890	7
1st Mortgage.....	1,500,000	8	"	"	....	....	1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Lake Erie and Louisville:							Baltimore Loan to Union R. R.:	20,000	7	.....	Baltimore.	....	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Marietta and Pittsburg:						
Lake Shore & Michigan So.:							1st Mort. of Aug. 1, 1869.....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Sunbury B'ds (CP & ARR 95 1/2 m)	500,000	7	Jan. & July.	New York.	1874	....	Marquette and Ontonagon:						
Regia. Bonds (").....	1,000,000	7	"	"	1880	....	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
3d Mortgage (").....	1,000,000	7	April & Oct.	"	1892	....	Maryland and Delaware:						
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	"	"	1899	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
S. Fund Bonds (L.S. & M.S. 101 1/2 m)	2,000,000	7	"	"	1879	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Consol. M. reg. (").....	597,000	7	J. A. J. & O.	"	1900	....	Memphis and Charleston:						
Consol. M. coup. (").....	63,000	7	Jan. & July.	"	1900	....	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
1st Mort. (M.S. & N. In. R.R. 52 1/2 m)	5,256,000	7	May & Nov.	"	1885	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
2d Mort. (").....	2,693,000	7	"	"	1877	....	Tenn. Loan.....	1,817,937	6	"	"	1890	....
1st Mort. (June R.R. 49 1/2 m.)...	115,000	7	June & Dec.	"	1872	....	Memphis and Little Rock:						
S. Fund (Clev. & Tol. R.R. 162 1/2 m)	2,014,000	7	Jan. & July.	"	1885	....	1st Mort. (R.R. & 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
M. of '66 (").....	864,0												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
North Carolina:							Portland and Kennebec:							
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867	.....	1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	90
New Loan for \$800,000.....		8			1887	.....	Consolidated Bonds.....	300,000	6	"	"	1895	....
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:							
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	.....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106
Construction bonds.....	124,500	7	"	"	1877	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	"	1912
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	"	1912
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	"	1912
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	"	1912
Equipment Bonds.....	300,000	8	"	"	'69-'78	102	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	"	1912
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	"	1912	100
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	102	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	"	1912
1st Mortgage, W. Div.....	850,000	7	"	"	1872	"	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	"	1912
2d Mortgage, W. Div.....	856,000	7	"	"	1874	86	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	"	1912
Income, W. Div.....	221,500	7	April & Oct.	"	1882	"	2d Mortgage (Series K).....	860,000	7	May & Nov.	"	"	1912
Consolidated Mort. for \$5,000,000	1,652,000	7	Jan. & July.	"	1898	93	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	"	1912
Consolidated Mort. sterling.....	85,420	...	"	London.	1898	...	3d Mortgage.....	2,000,000	7	April & Oct.	"	"	1912	94
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds..	153,000	7	May & Nov.	"	"	1876
1st Mortgage.....	3,170,000	7	May & Nov.	Philadelphia.	1897	86	Platteville and Sacramento:							
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	....
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	96	2d Mortgage.....	525,000	10*	"	"	1894	....
Company Bonds.....	458,000	6	April & Oct.	"	1875	97	Providence, Warren and Bristol:							
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	104	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	....
Orange, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
1st Mort. (Alex. to Gordonsville)...	400,000	6	May & Nov.	New York.	1873	88	Quincy and Toledo:							
2d Mort. (Charlotte to Lynchb.)...	1,130,500	6	Jan. & July.	"	1875	78	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	87	
3d Mort. " " " " " " " " " "	573,500	8	May & Nov.	Richmond.	1875	86	Raritan and Delaware Bay:							
4th Mort. " " " " " " " " " "	331,700	8	March & Sept.	Alexandria.	1880	80	1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	80	2d Mortgage.....	250,000	7	"	"	1888	....
Va. State Loan.....	249,982	6	"	"	1887	80	Equipment Bonds, convertible..	290,000	7	"	"	1876	....
Oswego Valley:							Reading and Columbia:							
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888	.....	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Oswego and Rome:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
1st Mort. guar. by R. W. & O.....	350,000	7	May & Nov.	New York.	1916	.....	Rensselaer and Saratoga:						
Income.....	200,000	6	Feb. & Aug.	"	1891	.....	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Oswego and Syracuse:							1st Mortgage (Sar. & Whitehall)...	400,000	7	March & Sept.	"	1886	....
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80	.....	1st Mort. (Troy, Salem & Rutl.)...	500,000	7	May & Nov.	"	1890	76
2d Mortgage.....	375,000	7	"	"	1885	.....	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
Pacific of Mo.:							Richmond and Danville:							
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	100	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
St. Louis Loan.....	700,000	6	"	"	'71-'73	100	Bonds guaranteed by Virginia..	161,600	6	"	"	'75-'76	....
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888	97	Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'76-'80	....
Panama:							Consolidated, registered.....	408,500	6	"	Richmond.	'76-'80	79	
1st Mortgage, Sterling.....	93,847	7*	April & Oct.	London.	1875	.....	Rich. Frederickburg & Potomac:						
2d Mortgage, Sterling.....	740,959	7*	Feb. & Aug.	"	1872	.....	Company Bonds, sterling.....	67,778	6*	Jan. & July.	London.	1875	....
General Mortgage, Sterling.....	2,899,330	7*	April & Oct.	"	1897	.....	Company Bonds, dollar.....	172,800	7	"	Richmond.	1875	....
Paterson and Newark:							Richmond and Petersburg:							
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888	.....	Company Bonds (coup. & reg.)...	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Pemberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	....
1st Mortgage endorsed.....	160,000	7	"	New York.	1877	.....	Richmond and York River:						
Peninsular (Michigan):							1st Mortgage.....	600,000	8	"	New York.	18—	....
1st Mortgage for \$16,000 per m.....	855,000	7*	May & Nov.	N. Y. & Lond.	1899	96	Roanoke Valley (R. & Dan.):							
Pennsylvania:							1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	'69-'76	....
1st Mort. " " " " " " " " " "	4,972,000	6	Jan. & July.	Philadelphia.	1880	100	Rockford, R. Island & St. Louis:							
2d Mort. " " " " " " " " " "	2,583,000	6	April & Oct.	"	1875	100	1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96	
2d M. stg. " " " " " " " " " "	2,283,840	6	"	London.	1875	100	Rock Island and Peoria:							
General Mortgage.....	15,784,800	6	J. A. J. & O.	Philadelphia.	1910	94	1st Mortgage.....	1,384,000	7	"	New York	18—	....
State lien on whole property.....	5,924,717	6	April & Oct.	Harrisburg.	1890	94	Rome, Watertown & Ogdensburg:							
Short Bonds and Debentures.....	1,109,224	6	J. A. J. & O.	Philadelphia.	'69-'71	101	1st Mortgage, Sinking Fund.....	571,000	7	June & Dec.	New York.	1891	103	
Pennsylvania and New York:							Sinking Fund (Watert. & Rome)...	757,500	7	March & Sept.	"	1880	....
1st Mortgage guaranteed.....	2,697,000	7	June & Dec.	Philadelphia.	18—	90	1st Mort. (Potsdam & Watert.)...	511,500	7	June & Dec.	"	'69-'74	....
Pensacola and Georgia:							Rutland and Burlington:							
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	200
1st Mortgage (Tallahassee R.R.)...	206,000	7	"	"	18—	....	2d Mort. conv. into com. stock..	957,500	7	"	"	1863	65
2d Mortgage.....	255,000	8	"	"	18—	....	Sacramento Valley:						
Peoria and Bureau Valley:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:							
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage (in Missouri 80 m.)...	1,400,000	10	March & Sept.	Boston.	1893	107
Perkiomen:							1st Mortgage (in Iowa 52 m.)...	150,000	10	"	"	1893	....
1st Mortgage.....	255,000	6	"	Philadelphia.	18—	81	2d Mortgage " " " " " " " " " "	500,000	7	"	"	1882	90	
Perth Amboy and Woodbridge:							St. Louis, Alton and Terre Haute:							
1st Mortgage, guaranteed.....	100,000	6	"	New York.	18—	....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	90
Philadelphia and Baltimore Cent.:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	2d Mortgage preferred (Series C)...	1,400,000	7	Feb. & Aug.	"	1894	89
Philadelphia and Erie:							2d Mortgage preferred (Series D)...	1,400,000	7	May & Nov.	"	1894	....
1st Mortgage (Sunbury & Erie)...	1,000,000	7	April & Oct.	Philadelphia.	1877	100	2d Mortgage Income (Series E)...	1,700,000	7	"	"	1894	78	
1st Mortgage (General).....	5,000,000	6	"	"	1881	93	St. Louis and Iron Mountain:							
2d Mortgage.....	4,000,000	6	"	"	1901	82	1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.	1892	95	
3d Mortgage for \$3,000,000.....	600,000	7	Jan. & July.	"	1885	87	St. Louis, Jacksonville & Chicago:							
Philadelphia, Germant. & Norist:							1st Mortgage (\$15,000 per mile)...	2,365,000	7	April & Oct.	New York.	1884	94	
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	2d Mortgage (\$5,000 per mile)...	380,000	7	Jan. & July.	"	1898	....
Philadelphia and Reading:							St. Louis and St. Joseph:							
Bonds of 1870.....	2,625,000	7	Jan. & July.	Philadelphia.	1890	100	1st Mortgage.....	1,000,000	6*	May & Nov.	New York	1893	....
Bonds of 1861.....	100,000	6	Jan. & July.	"	1871	100	St. Louis, Vandalia & T. Haute:							
Bonds of 1836-43-44-48 and 49..	2,497,900	6	"	"	1880	94	1st Mortgage, S. F. guaranteed..	1,900,000	7	Jan. & July.	New York.	1897	....
Bonds of 1857, convertible.....	143,500	6	"	"	1886	94	2d Mortgage, S. F., guaranteed..	2,600,000	7	"	"	18—	....
Bonds of 1836, Sterling.....	182,400	5*	"	London.	1880	98	St. Paul and Chicago:							

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	....	Consolidated Mort.—1st class...	\$722,500	7	{ Apr. & Oct.	Philadelphia.	1890	....
Selma and Meridian:							" " 2d class...	850,000	7	{ " " "	"	1890	....
1st Mortgage.....	79,875	—	& —	" & —	....	....	" " 3d class...	154,000	7	{ " " "	"	1890	....
2d Mortgage.....	52,000	—	& —	" & —	....	....	" " 4th class...	1,263,000	7	{ Jan. & Jul.	"	1890	....
3d Mortgage.....	665,000	—	& —	" & —	....	....	Virginia and Tennessee:						
Selma, Rome and Dalton:							1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	89
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....	2d Mortgage.....	23,500	6	" " "	"	1868	77½
2d Mort. (Ala. and Tenn. River)	241,100	8	" " "	"	1864	....	3d Mortgage (Enlarged).....	990,000	6	" " "	"	1884	....
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	"	1887	....	Income Bonds.....	138,500	6	" " "	"	1865	....
Shamokin Valley and Pottsville:							Funding Bonds (\$1,000,000)....	736,000	8	" " "	"	1890	86½
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Warren:						
Shenoyan and Fond Lac:							1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	....	Warwick Valley:						
Sioux City and Pacific:							1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	....	Western Alabama:						
2d Mortgage (Gov. subsidy)....	1,628,320	6	Jan. & July.	"	1898	....	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
Somerset and Kennebec:							West Wisconsin:						
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	1st Mort. Land Grant, etc. conv	1,000,000	7*	Jan. & July.	London.	1884	....
2d Mortgage.....	250,000	6	" " "	"	1876	....	West Chester and Philadelphia:						
Shore Line (N. H. & N. L.)							1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	98
1st Mortgage, reconstruction...	55,000	7	March & Sept.	New Haven.	1880	....	2d Mortgage, registered.....	1,000,000	8	April & Oct.	"	1878	....
South Carolina:							West Jersey:						
Sterling Bonds \$452,912½.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1883	92
Sterling Bonds \$59,031½.....	262,566	5*	" " "	Charleston.	'71-'85	....	Loan of 1896 for \$1,000,000.....	983,500	6	Jan. & July.	"	1896	91½
Domestic Bonds.....	418,010	6	" " "	"	'73-'74	....	Consolidated mort. for \$1,000,000	317,500	7	April & Oct.	"	1899	108½
Domestic Bonds.....	563,500	7	April & Oct.	"	'69-'72	....	Western (Boston and Albany).						
Domestic Bonds.....	353,500	7	Jan. & July.	"	'88-'91	....	Sterling Loans, \$299,900.....	2,051,520	5*	April & Oct.	London.	'90-'71	....
South and North Alabama:							Dollar Bonds.....	798,000	6	" " "	Boston.	1875	101½
1st Mort. (\$16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....	Western Maryland:						
South Shore:							1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	91
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	93	1st Mortgage unendorsed.....	400,000	6	" " "	"	1890	80
South Side, Va.:							2d Mort. for \$300,000, end. by B.	300,000	6	" " "	"	1890	91
2d Mort. guar. by Petersburg...	300,000	6	Jan. & July.	Petersburg.	'70-'75	....	2d M. for \$500,000, end. by W. Co.	300,000	6	" " "	"	1890	87
3d Mort. (for City Point R. R.)...	175,000	6	" " "	"	'65-'68	....	New Preferred mortgage.....	600,000	6	" " "	"	....	91½
4th Mortgage.....	317,000	6	" " "	"	'70-'72	....	Western Pacific:						
Consol. Mortgage.....	.....	8	" " "	New York.	'84-'90	....	1st Mortgage.....	2,735,000	6*	May & Nov.	New York.	1899	....
South Side, L. I.:							Government Lien.....	1,970,000	6	" " "	"	....	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	89½	Western Pennsylvania:						
South Western:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	82
1st Mortgage.....	699,500	8	various.	Macon.	'76-'85	....	Western Union:						
South West Pacific:							1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1896	....
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....	Whitehall and Plattsburg:						
Southern Minnesota:							1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
1st Mort. (10-20 yrs) \$20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....	Wicomico and Pocomoke:						
Springfield and Columbus:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	Wilm. Charlotte & Rutherford:						
Staten Island:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	1st Mortgage guar. by State.....	.....	8	" " "	"	1897	64½
Sterling Mountain:							Wilmington and Manchester:						
1st Mortgage.....	350,000	7	— & —	New York.	1874	....	1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
Sullivan:							2d Mortgage, 2d pref.....	146,000	7	" " "	"	1886	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	1st Mortgage, 3d pref.....	528,000	7	" " "	"	1886	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....	2d Mortgage.....	80,000	7	May & Nov.	"	1873	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
Summit Branch:							2d Mortgage, Sterling.....	197,777	7*	May & Nov.	"	1886	....
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	86½	Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	89½
Sussex:							York and Cumberland (N. Cent.)						
1st Mortgage.....	200,000	6	— & —	New York.	18—	....	3d Mortgage.....	500,000	6	May & Nov.	Baltimore.	1877	....
Tioga:							CANAL BONDS.						
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	98	Chesapeake and Delaware:						
Toledo, Peoria and Warsaw:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	89	Chesapeake and Ohio:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	89½	State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	78	Sterling, guaranteed.....	4,375,000	5*	" " "	London.	1890	....
Toledo, Wabash and Western:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
1st Mort. (Tol. & Ill. 75 m.)....	900,000	7	Feb. & Aug.	New York.	1890	98	Delaware Division:						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" " "	"	1890	....	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	86
2d Mort. (Tol. & Wabash 75 m.)...	1,000,000	7	May & Nov.	"	1878	90	Delaware and Hudson:						
2d Mort. (Wab. & West. 167 m.)...	1,500,000	7	" " "	"	1871	....	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
Equipmt Bonds (T. & W. 75 m.)...	600,000	7	" " "	"	1883	82	1st Mortgage (new).....	1,500,000	7	May & Nov.	"	1877	....
Consol. M. (T. W. & W. 499 m.)...	2,700,000	7	F. M. A. & N.	"	1907	89	Delaware and Raritan (See Camden and						
Troy and Boston:							Erle of Pennsylvania.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	....
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	Interest Bonds.....	161,960	7	" " "	"	18—	....
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	Lehigh Coal and Navigation:						
Convertible Bonds.....	325,000	7	March & Sept.	"	1882	....	1st Loan.....	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
Troy Union:							2d Loan.....	5,606,100	6	" " "	"	1884	87½
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	3d Loan.....	2,000,000	6	" " "	"	1897	12½
2d Mortgage, guaranteed.....	360,000	6	" " "	"	1878	....	Gold Loan.....	200,000	6*	" " "	"	1894	....
Union Pacific:							Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	91½
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N. Y. & Boston	'95-'99	87½	Convertible Loan.....	1,496,879	6	" " "	"	1877	85½
2d Mortgage (Gov. subsidy)....	27,236,512	6	" " "	"	'95-'99	87½	Monongahela Navigation:						
Land Grant bonds for 10,000,000	9,556,000	7	April & Oct.	N. Y. & Boston	'87-'89	82½	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
Income bonds.....	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	84	2d Mortgage.....	57,000	6	" " "	"	18—	....
Union Pacific—Central Branch:							Morris (and Banking):						
1st Mortgage.....	1,800,000	6*	May & Nov.	New York.	1895	....	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	92½
2d Mortgage (Gov. subsidy)....	1,800,000	6	Jan. & July.	"	1895	....	2d Mortgage.....	302,750	6	" " "	"	1876	86
Union Pacific—Eastern Division:							Boat Loan.....	232,087	6	" " "	"	1885	80
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	North Branch:						
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
2d Mortgage (Gov. subsidy)....	6,303,000	6	Jan. & July.	"	'95-'97	....	Schuylkill Navigation:						
1st Mort. (Leavenworth Br.)....	600,000	7	May & Nov.	"	1896	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
Income bonds \$10,000 p. m.....	361,000	7	March & Sept.	"	'71-'76	....	2d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	80½
Vermont Central:							Improvement Loan.....	1,601,670	6	May & Nov.	"	1876	84
1st Mortgage.....	4,275,350	7	June 1, '71.	"	1916	....	Susquehanna and Tide Water:						
2d Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	87½	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
Equip. Loan (Vt. C. & Vt. & Ca.)	1,500,000	7	" " "	Philadelphia.	1891	41	Coupon Bonds.....	1,250,000	6	" " "	Baltimore.	1878	62½
Vermont and Massachusetts:							Preferred Interest Bonds.....	325,000	6	" " "	"	1894	....
1st Mortgage.....	1,000,000	8	May & Nov.	Boston.	'77-'89	102½	Union (Pa.):						
Vermont Valley:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	11½
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	....	West Branch and Susquehanna:						
2d Mortgage.....	384,000	7	April & Oct.	New York.	1890	....	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1873	....
3d Mortgage.....	114,000	6	" " "	Boston.	1890	....	Wyoming Valley:						
4th Mortgage.....	208,200	7	" " "	New York.	1889	....	1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

Abstract of General Balance Sheet.																						
Years ending	Railroad			Property and Assets.			Liabilities.			Railroad Operated.			Operations.			Earnings.		Value of Shares.				
	Main Line.	Branch Line.	2d Track and Sidings.	Rolling Stock.	Railroad.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	M.	M.	Trains Moved.	Carried one mile.	Freight.	Gross.	Net.	Dividends.	Par.	Prc.	
Sept. 30, 1869	37.0			1	16	Adirondack						2,146,579										
June 30, 1869	70.0			1	16	Alabama and Chattahoochee						7,185,182										
Sept. 30, 1869	142.0			1	16	Albany and Schenectady						7,185,182										
Jan. 31, 1870	132.0			1	16	Allegheny Valley						7,185,182										
Nov. 30, 1869	25.5	5.0	1.8	1	16	Androsburg						8,000,000										
June 30, 1869	86.7			1	16	Ashuelot						1,200,225										
June 30, 1869	357.3	38.2		1	16	Atlantic and West Point						47,943										
May 31, 1869	287.0	48.7		1	16	Atlantic and Great West						1,200,225										
Dec. 31, 1869	149.0	15.5		1	16	Atlantic and Gulf						7,185,182										
Sept. 30, 1869	378.6	1.5		1	16	Atlantic and North Carolina						2,178,960										
Sept. 30, 1869	378.6	1.5		1	16	Atlantic and St. Lawrence						7,654,087										
Sept. 30, 1869	378.6	1.5		1	16	Avon, Genesee and Mount Morris						217,345										
Sept. 30, 1869	378.6	1.5		1	16	Baltimore and Ohio						24,156,208										
Sept. 30, 1869	378.6	1.5		1	16	Baltimore and Mount Morris						217,345										
Sept. 30, 1869	378.6	1.5		1	16	Baltimore and Ohio						24,156,208										
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Sept. 30, 1869	378.6	1.5		1	16	Baltimore and Ohio																

Dec. 31, 1899	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

See asterisk ()* occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dates (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "y."

Years ending	Railroad			Rolling Stock			Companies	Property and Assets			Abstract of General Balance Sheet				Operations			Earnings		Value of Shares			
	Main Line	Branch Line	2d Track and Sidings	Engines	Cars			Railroad	Rolling Stock	Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	Railroad Operated	Trains Moved	Carried one mile		Gross	Net	Dividends	Market
					Pass.	Freight												Passengers	Freight				
Sept. 30, 1899	68.0			5	4	31	Spartanburg and Union	1,340,882			761,296	547,586	125,000		68.0	608	2,100	4,000	61,400	21,760	100	100	
Dec. 31, 1899	68.0			5	4	31	Springfield, Mt. Vernon & Fitch	1,850,000			1,850,000	1,850,000	1,850,000		78.0	100	2,100	4,000	180,000	21,760	100	100	
Sept. 30, 1899	13.0			5	4	31	St. Louis & North	559,770			559,770	559,770	559,770		18.0	100	2,100	4,000	252,647	21,760	100	100	
Sept. 30, 1899	7.5			5	4	31	St. Louis & North	602,668			602,668	602,668	602,668		7.0	100	2,100	4,000	42,962	21,760	100	100	
Sept. 30, 1899	7.5			5	4	31	St. Louis & North	444,600			444,600	444,600	444,600		7.0	100	2,100	4,000	31,607	21,760	100	100	
Sept. 30, 1899	13.0			5	4	31	Sullivan and Erie	500,000			500,000	500,000	500,000		13.0	100	2,100	4,000	5,891	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	Susquehanna and N. York	459,944			459,944	459,944	459,944		10.0	100	2,100	4,000	18,001	21,760	100	100	
Sept. 30, 1899	12.0			5	4	31	Susquehanna and N. York	3,550,940			3,550,940	3,550,940	3,550,940		12.0	100	2,100	4,000	619,307	21,760	100	100	
Sept. 30, 1899	11.0			5	4	31	Syracuse & Chenango Valley	392,471			392,471	392,471	392,471		11.0	100	2,100	4,000	102,173	21,760	100	100	
Sept. 30, 1899	11.0			5	4	31	Taunton Branch	1,377.0			1,377.0	1,377.0	1,377.0		11.0	100	2,100	4,000	102,173	21,760	100	100	
Sept. 30, 1899	73.0			5	4	31	Tennessee and Pacific	2,215,996			2,215,996	2,215,996	2,215,996		73.0	100	2,100	4,000	1,279,048	21,760	100	100	
Sept. 30, 1899	73.0			5	4	31	Tennessee and Pacific	843,402			843,402	843,402	843,402		73.0	100	2,100	4,000	396,440	21,760	100	100	
Sept. 30, 1899	30.6			5	4	31	Terre Haute and Indianapolis	9,100,000			9,100,000	9,100,000	9,100,000		30.6	100	2,100	4,000	1,072,698	21,760	100	100	
Sept. 30, 1899	22.8			5	4	31	Toledo, Peoria and Warsaw	8,100,000			8,100,000	8,100,000	8,100,000		22.8	100	2,100	4,000	4,252,343	21,760	100	100	
Sept. 30, 1899	45.4			5	4	31	Toledo, Peoria and Warsaw	2,299,783			2,299,783	2,299,783	2,299,783		45.4	100	2,100	4,000	629,680	21,760	100	100	
Sept. 30, 1899	35.0			5	4	31	Troy and Greenfield	294,908			294,908	294,908	294,908		35.0	100	2,100	4,000	32,000	21,760	100	100	
Sept. 30, 1899	6.0			5	4	31	Troy and Greenfield	914,069			914,069	914,069	914,069		6.0	100	2,100	4,000	8,407,583	21,760	100	100	
Sept. 30, 1899	37.5			5	4	31	Union Pacific	1,065,978			1,065,978	1,065,978	1,065,978		37.5	100	2,100	4,000	285,083	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	Union Pacific (Central Branch)	4,200,000			4,200,000	4,200,000	4,200,000		10.0	100	2,100	4,000	1,172,870	21,760	100	100	
Sept. 30, 1899	59.0			5	4	31	Utica and Black River	1,816,000			1,816,000	1,816,000	1,816,000		59.0	100	2,100	4,000	784,763	21,760	100	100	
Sept. 30, 1899	56.0			5	4	31	Utica, Chenango and Susq. Valley	1,580,222			1,580,222	1,580,222	1,580,222		56.0	100	2,100	4,000	166,494	21,760	100	100	
Sept. 30, 1899	47.0			5	4	31	Vermont and Canada	2,600,000			2,600,000	2,600,000	2,600,000		47.0	100	2,100	4,000	1,949,430	21,760	100	100	
Sept. 30, 1899	37.5			5	4	31	Vermont Central	10,600,000			10,600,000	10,600,000	10,600,000		37.5	100	2,100	4,000	54,177,218	21,760	100	100	
Sept. 30, 1899	11.0			5	4	31	Vermont and Massachusetts	3,466,544			3,466,544	3,466,544	3,466,544		11.0	100	2,100	4,000	456,951	21,760	100	100	
Sept. 30, 1899	7.0			5	4	31	Vermont Valley	1,221,886			1,221,886	1,221,886	1,221,886		7.0	100	2,100	4,000	483,337	21,760	100	100	
Sept. 30, 1899	14.0			5	4	31	Vicksburg and Meridian	8,012,873			8,012,873	8,012,873	8,012,873		14.0	100	2,100	4,000	929,186	21,760	100	100	
Sept. 30, 1899	25.4			5	4	31	Virginia and Tennessee	2,069,050			2,069,050	2,069,050	2,069,050		25.4	100	2,100	4,000	154,618	21,760	100	100	
Sept. 30, 1899	19.0			5	4	31	Warwick Valley	199,161			199,161	199,161	199,161		19.0	100	2,100	4,000	320,000	21,760	100	100	
Sept. 30, 1899	37.5			5	4	31	Washington, Alex. & Georgetown	1,423,917			1,423,917	1,423,917	1,423,917		37.5	100	2,100	4,000	8,407,583	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	Washington County	619,446			619,446	619,446	619,446		10.0	100	2,100	4,000	285,083	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	West Chester and Philadelphia	5,000,000			5,000,000	5,000,000	5,000,000		10.0	100	2,100	4,000	1,172,870	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	Western and Hudson River	1,923,016			1,923,016	1,923,016	1,923,016		10.0	100	2,100	4,000	784,763	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	Western Maryland	2,550,000			2,550,000	2,550,000	2,550,000		10.0	100	2,100	4,000	166,494	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	Western North Carolina	3,179,441			3,179,441	3,179,441	3,179,441		10.0	100	2,100	4,000	1,949,430	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	Western Pennsylvania	2,007,467			2,007,467	2,007,467	2,007,467		10.0	100	2,100	4,000	483,337	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	Western Union	3,500,000			3,500,000	3,500,000	3,500,000		10.0	100	2,100	4,000	929,186	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	White Mountain	200,000			200,000	200,000	200,000		10.0	100	2,100	4,000	256,308	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	White Mountains	375,000			375,000	375,000	375,000		10.0	100	2,100	4,000	14,663	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	Wilmington and Charlotte	3,900,000			3,900,000	3,900,000	3,900,000		10.0	100	2,100	4,000	12,000	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	Wilmington, Charlotte & Rutherford	3,900,000			3,900,000	3,900,000	3,900,000		10.0	100	2,100	4,000	14,663	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	Wilmington, Columbia & S. C.	1,082,818			1,082,818	1,082,818	1,082,818		10.0	100	2,100	4,000	50,835	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	Wilmington and Reading	35,915			35,915	35,915	35,915		10.0	100	2,100	4,000	80,873	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	Wilmington and Weldon	3,076,968			3,076,968	3,076,968	3,076,968		10.0	100	2,100	4,000	14,000	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	Wilton	293,000			293,000	293,000	293,000		10.0	100	2,100	4,000	50,835	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	Worcester and Nashua	960,000			960,000	960,000	960,000		10.0	100	2,100	4,000	14,000	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	Wrightsville, York and Gettysburg	393,635			393,635	393,635	393,635		10.0	100	2,100	4,000	452,547	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	Wrightsville, York and Gettysburg	1,806,128			1,806,128	1,806,128	1,806,128		10.0	100	2,100	4,000	7,193,226	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	Wrightsville, York and Gettysburg	393,635			393,635	393,635	393,635		10.0	100	2,100	4,000	156,860	21,760	100	100	
Sept. 30, 1899	10.0			5	4	31	Chesapeake and Delaware Canal	3,308,019			3,308,019	3,308,019	3,308,019		10.0	100	2,100	4,000	493,210	21,760	100	100	

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equi. in track, miles	No. of Horses and Drivers	Cars	COMPANIES.	Cost of Road and Equipment		Share Capital	Indebtedness		Earnings		Dividends on paid Capital		Value of Shares		
					\$	\$		Bonded Debt	Floating Debt	Gross	Net	p. c.	Par.	Paid.	Market	
Sept. 30, '70	7.25	94	14	Albany.....N.Y.	156,100	110,300				87,061	22,592			100	100	
Sept. 30, '70	0.96	11		Albany st. Freight (B'ton).Mass.	47,765	75,000			1,136	2,654	557			100	100	
Oct. 31, '70	3.41	11		Allentown.....Pa.	30,118	30,500				12,733	1,886			100	100	
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.						480,046		6		100	100	22 1/2
Sept. 30, '70	22.00	412	58	Bleeker st. & F.F. (N.Y.C.) N.Y.	1,975,049	900,000		694,000	29,500	316,259	54,828			100	100	
Sept. 30, '70	3.36			Boston and Chelsea.....Mass.	110,000	110,000				4,400	4,004	4		100	100	38 1/2
Sept. 30, '70	2.75			Boston & West Roxbury.....Mass.	41,000	41,000								100	100	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876		12		100	100	
Sept. 30, '70	16.00	798	112	B'dway & 7th Av. (N.Y.C.) N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248		6		100	100	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I. N.Y.	180,858	170,000	80,000	91	35,842	8,514				100	100	
Sept. 30, '70	14.12	297		Brooklyn City.....N.Y.	2,082,878	1,500,000	300,000	156,350	1,334,084	115,633		12.0		100	100	
Sept. 30, '70	24.33	211	49	B'klyn City, Hun. P. & P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058				100	100	
Sept. 30, '70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,000			24,048	150,922	25,655			100	100	
Sept. 30, '70	6.00			B'klyn Flatbush & Coney Isl. N.Y.	108,000	180,000	100,000	(Open Oct. 1, 1870)						100	100	
Sept. 30, '70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000							100	100	
Sept. 30, '70	4.50			Brooklyn & Rockaway Bh. N.Y.	210,793	145,500	84,500	3,000	34,357	18,241				100	100	
Sept. 30, '70	15.21	182	52	Buffalo street.....N.Y.	415,121	75,000	341,464	14,927	164,622	19,466				100	100	
Sept. 30, '70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910		7		100	100	
Sept. 30, '70	27.43			Cambridge (Boston).....Mass.	734,671	727,800	150,000	74				9.0		100	100	108 1/2
Sept. 30, '70	3.26	20	4	Central City (Syracuse).....N.Y.	29,324	21,130	6,000		18,738	5,035		10		100	100	
Sept. 30, '70	36.00	761	141	Cent. P. & E.R. (N.Y.C.) N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	50,485				100	100	
Sept. 30, '70	7.25	250	40	Citizens' (10th & 11th sts.) (Ph.) Pa.	207,264	192,750			251,773	76,780	36.3	50	19 1/2			
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,998	16.3	50	44			
Sept. 30, '70	14.83	210	18	Coney Island (Brooklyn).....N.Y.	647,983	500,000	214,000	39,238	147,069	17,414				100	100	
Sept. 30, '70	22.79	819	109	Dry Dock, E.E. & B. (N.Y.C.) N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8 1/2			100	100	
Sept. 30, '70	3.50	12		Dunkirk and Fredonia.....N.Y.	42,851	34,825			8,544	4,106	7			100	100	
Sept. 30, '70	11.75			East New York & Jamaica N.Y.	257,098	171,700	82,700	1,619	27,701	4,241				100	100	
Oct. 31, '70	1.63	12	3	Easton and S. Easton.....Pa.	25,230	29,662			9,799	2,677	5.0	25	20			
Sept. 30, '70	8.00	867	161	Eight Avenue (N.Y. City) N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0			100	100	
Dec. 31, '70	6.00			Elizabeth & Newark.....N.J.	224,749	206,000		24,738	34,986	11,129	5.5			100	100	
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20,296		10,143			50	9			
Sept. 30, '70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000		12,327	2,185		100	100			
Sept. 30, '70	9.63	232	64	42d st. & Gr'd st. (F.N.Y.C.) N.Y.	1,052,479	748,000	215,000		384,800	93,276				100	100	
Oct. 31, '70	17.04	301	45	Frankford & Southwark (Ph.) Pa.	786,242	491,750	187,500	30,000	329,605	36,609	6.0	50	49 1/2			
Sept. 30, '70	3.25	26	6	Genesee & Water st. (Syr.) N.Y.	59,354	42,500	12,700		13,505	1,139				100	100	
Nov. 31, '70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000		356,759	102,350	19.5	50	15			
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000			161,095	37,685	6.0	50	17			
Sept. 30, '70	9.00	90	15	Gr'd st. & Newtown (Bk'n) N.Y.	270,000	170,000	90,000		89,627	8,196	2			100	100	
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.) N.Y.	243,615	150,000	100,000		180,211	32,244	6.0	50	15			
Sept. 30, '70	10.00	112	24	Harim. Br. Morr. & F'dham. N.Y.	260,682	114,010	134,000	4,000	74,945	7,894				100	100	
Oct. 31, '70	2.14	11		Harrisburg City.....Pa.	60,249	41,995	12,854	1,240	5,997			25	24			
Oct. 31, '70	14.10	336	56	Hest., Mant. & P'mount (Ph.) Pa.	471,248	306,556	164,400	1,000	262,890	49,315	6.5	50	7			
Sept. 30, '70	3.56	27	1	Kingston and Rondout.....N.Y.	79,835	75,000			22,120	3,252				100	100	
Oct. 31, '70	5.26	116	17	Lombard and South st. (Ph.) Pa.	168,555	105,000	62,500		100,785	9,201	25	10				
Sept. 30, '70	3.82	50	9	Lowell Horse.....Mass.	49,180	58,530			26,181	2,431				100	100	36 1/2
Sept. 30, '70	1.75	239	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.				100	100	20 1/2
Sept. 30, '70	3.41			Malden and Melrose (B'tn).Mass.	60,246	200,000	45,872		16,740	Loss.				100	100	30 1/2
Sept. 30, '70	0.91			Marginal Freight (Boston).Mass.	191,834	191,500		46,454	1,144					100	100	3
Sept. 30, '70	3.07			Medford & Charlestown (B'tn).Mass.	36,000	21,000	4,000		1,120					100	100	
Sept. 30, '70	4.88	43	6	Merrimack Valley.....Mass.	42,206	50,000		6,174	23,375					100	100	3
Sept. 30, '70	33.65	914	170	Metropolitan (Boston).....Mass.	1,624,594	1,250,000		297,271	685,303	99,519	10.0			100	100	7 1/2
Sept. 30, '70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419				100	100	7 1/2
Dec. 31, '70	3.40	180	30	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	84,807	2,962				100	100	
Sept. 30, '70	12.20	156	25	Ninth Avenue (N.Y. City) N.Y.	476,598	797,320	167,000		124,733	3,359				100	100	
Sept. 30, '70	3.22	16	6	Northampton & Wimb'g. Mass.	300,000	300,000		3,855	9,995	Loss.				100	100	
Sept. 30, '70	2.16	84	8	North Woburn (Boston).....Mass.	24,612	25,000	8,000	3,19	1,920	1,920				100	100	
Oct. 31, '70	7.50	167	28	Oakland & E. Liberty (Phg.) Pa.	121,077	59,500	17,000	50,163	55,555					100	100	
Dec. 31, '70	17.29	167	28	Orange and Newark.....N.Y.	897,022	282,555	546,000	75,695	196,357	37,874				100	100	
Dec. 31, '68	3.51	30	15	Passenger (Cin.).....O	100,000	100,000								100	100	
Nov. 31, '70	9.66	30	15	Peoples' street (Scranton).....Pa.	134,917	125,500			42,205	6,185	5.0			100	100	
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.) Pa.	450,233	225,000	200,000	25,231	321,866	62,994	21.8	50	15			
Dec. 31, '70	5.65	129	25	Philadelphia and Darby.....Pa.	257,000	200,000	57,000		12,000	8,000	4.0	20				
Dec. 31, '70	12.85	129	25	Philadelphia & Gray's Ferry. Pa.	299,126	255,307	6,500		116,645	26,109	50	25				
Oct. 31, '70	8.25	154	26	Pbg., Allegheny & Manch. Pa.	144,202	140,000	23,000		144,003	41,264	11.4	50	35			
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham. Pa.	132,615	100,000	10,000	52,248	84,200		12.0	50	44			
Dec. 31, '68	6.88	92	10	Portland.....Me.	160,300	160,300		600	45,007	12,809	7			100	100	
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk (Ph.) Pa.	182,540	120,500	63,300	10,000	36,970		2.0			100	100	
Sept. 30, '70	7.38	72	20	Rochester and Brighton.....N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.				100	100	
Sept. 30, '70	3.49	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.				100	100	
Dec. 31, '70	3.49			Schuylkill River (Phila.).....Pa.	47,463	50,000			5,000	5,000	10.0	50	5			
Sept. 30, '70	16.00	672	100	Second Avenue (N.Y. City) N.Y.	1,989,777	8										

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...
Baltimore and Ohio, pref.	3,000,000	6	...	...
Berkshire, * guaranteed.	600,000	7	7	...
Boston and Concord, * guar.	250,000	5	5	...
Boston, Concord and Montreal, pref.	1,340,000	6	7 1/2	...
Buffalo, N. York and Erie, * guar.	950,000	7	7 1/2	...
Camden and Atlantic, pref.	753,695	7	7	...
Canton and Atlantic, pref.	2,200,000	7	9 1/2	...
Catskill, * pref. and guar.	589,110	9	...	...
Cayuga and Susquehanna, * guar.	755,000	7	7	...
Cedar Rapids & Missouri, * preferred and guaranteed.	400,000	7	29	...
Central (Ohio), preferred.	380,000	8	6	...
Chester, * guar.	2,017,815	7	85	...
Chester and Alton, pref.	2,425,400	7	10 1/2	...
Chicago, Iowa and Nebraska, * guar.	2,600,000	10	...	...
Chicago and Northwestern, pref.	20,370,293	7	9 1/2	...
Cleveland and Mahoning, * guar.	2,056,000	7	7	...
Cleveland and Toledo, * guar.	6,250,000	3 1/2	...	...
Cochecho, preferred.	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	91	...
Cumberland Valley, 1st pref.	241,900	8	11 1/2	...
" " 2d pref.	242,000	8	...	...
Delaware, * guaranteed.	594,261	6	6	...
Detroit & Milwaukee, * preferred and guaranteed.	1,500,000	6	...	...
Dubuque and Sioux City, * preferred and guaranteed.	1,988,170	7	9 1/2	...
Dubuque Southwestern, pref.	330,308	7	7	...
Eastern (N. H.), * guaranteed.	492,500	8	8	...
Elmira, Jefferson and Canandaigua, * guaranteed.	500,000	5	5	...
Elmira and Williamsport, * guar.	500,000	5	5	...
Elmira and Williamsport, * preferred and guaranteed.	500,000	7	90	...
Erie, preferred.	8,536,910	7	58	...
Evansville and Crawfordville, pref.	100,000	10	...	...
Hannibal and St. Joseph, pref.	5,078,224	8 1/2	...	...
Harrisburg and Lancaster, * guar.	1,182,550	7	7	...
Housatonic, preferred.	1,180,000	8	10 1/2	...
Huntingdon & Broad Top Mountain, preferred.	190,750	7	2 1/2	...
Joliet and Chicago, * guar.	1,500,000	8	8	...
Joliet and Northern Indiana, * guar.	300,000	8	8	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	...
Leeds and Farmington, * guar.	2,046,100	7	7	...
Little Schuylkill, * guar.	848,700	9	8 1/2	...
Louisville, Cincinnati and Lexington preferred.	6,580,135	6	30	...
Marietta and Cincinnati, 1st pref.	4,051,744	6	...	...
" " 2d pref.	1,000,000	9	...	...
Manchester and Lawrence, * guar.	586,800	10	10	...
Michigan Southern, guaranteed.	323,375	10	...	...
Mill Creek and Mine Hill, * guar.	9,744,268	7	8 1/2	...
Milwaukee and St. Paul, preferred.	3,775,000	8	8	...
Mine Hill and Schuylkill Haven, * guaranteed.	282,250	12	12	...
Mount Carbon & Ft. Carbon, * guar.	1,344,000	12	...	...
New Haven and Northampton, * guar.	1,500,000	8	12 1/2	...
New York and Harlem, pref.	1,000,000	6	...	...
Niagara Bridge and Canandaigua, * guar.	155,000	8	...	...
North Eastern (S. C.), preferred.	1,087,000	8	10 1/2	...
Ordnance and L. Champlain, pref.	3,500,000	7	7 1/2	...
Ohio and Mississippi, pref.	630,000	8	8	...
Paterson and Hudson, * guar.	248,000	5	5	...
Paterson and Ramapo, * guar.	1,200,000	6	...	...
Peoria and Bureau Valley, * guar.	5,996,700	...	...	...
Philadelphia and Erie, * guar.	1,551,800	10	...	...
Philadelphia and Reading, pref.	1,099,720	10	...	...
Philadelphia and Trenton, * guar.	450,000	6	6	...
Pittsfield and North Adams, * guar.	293,000	6	6	...
Portl. & Kennebec (Yarmouth) guar.	1,500,000	6	6	...
Portland, Saco & Portsmouth, * guar.	250,000	7	7	...
Portsmouth and Concord, * guar.	142,900	7	7	...
Richmond, Fredericksburg & Potomac, * guaranteed.	557,500	7	7	...
Rochester and Genesee Valley, * guar.	1,750,000	7	7 1/2	...
Rutland, preferred.	2,040,000	7	7 1/2	...
St. Louis, Alton and T. H., pref.	445,544	6	36 1/2	...
Sandusky and Cincinnati, pref.	869,450	5	5	...
Schuylkill Valley, * guar.	1,300,000	7	...	...
Shamokin Valley & Pottsville, * guar.	1,700,000	7	...	...
Tol. Peoria & Warsaw (W. D.) pref.	1,000,000	7	8 1/2	...
" " (E. D.) pref.	274,000	7	7	...
Toledo, Wabash and Western, pref.	2,500,000	8	8	...
Troy and Greenbush, * guar.	1,408,300	7	7	...
Vermont and Canada, * guar.	200,000	5	5	...
Warren, * guar.	317,050	2	...	...
White Mountains, * guar.				
Wright, York & Gettysburg, * pref.				

CANAL STOCKS:				
Delaware Division, * guar.	1,633,350	8	8	...
Morris, preferred.	1,175,000	10	10 1/2	...
Schuylkill Navigation, pref.	2,888,997	6	6 1/2	...
Union, preferred.		6	2	...
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	5,774,400	7	7	...
Mariposa Mining, pref.		7	8	...

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1 1/4 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/4 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/4 to 1 1/2 cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	51	@	36	—
Pig, American, No. 1.....	per ton	55	@	36	—
Pig, American, No. 2.....	per ton	53	@	34	—
Pig, American, Forge.....	per ton	51	@	32	—
Bar, Refined, English and American.....	per ton	73	@	74	—
Bar, Swedes, assorted sizes.....	(gold)	85	@	100	—
Bar, Swedes, ordinary sizes.....	per 100 lb.	105	@	115	—
Bar, Refined.....	per 100 lb.	75	@	—	—
Bar, Common.....	per 100 lb.	70	@	72	50
Scroll.....	per 100 lb.	95	@	125	—
Ovals and Half-round.....	per 100 lb.	95	@	120	—
Band.....	per 100 lb.	90	@	95	—
Horse Shoe.....	per 100 lb.	95	@	100	—
Rods, 3/16 to 1/2 inch.....	per 100 lb.	82	@	120	—
Hoop.....	per 100 lb.	100	@	140	—
Nail Rod.....	per lb.	—	@	—	6
Sheet, Russia, as to No. 8.....	(gold)	—	@	—	12
Sheet, Single D. and T. Common.....	(gold)	44	@	—	5
Rails, English.....	per ton	57	@	—	—
Rails, American, at Works in Penna., c'y.....	59	@	71	—	—
Anvils, (Eagle).....	per lb. currency.	8	@	—	—

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb., and 10 per cent. ad val. (Store prices.) English, Cast, (2d and 1st quality), per lb. — 15 @ — 18 English Spring (2d and 1st quality)..... 7 @ — 10 English Blister (2d and 1st quality)..... 10 @ — 17 English Machinery..... 11 1/2 @ — 14 English German (2d and 1st quality)..... 12 @ — 14 American Blister "Black Diamond"..... — @ — 12 American, Cast, Tool, do..... 15 @ — 16 American, Spring, do..... 9 @ — 11 American Machinery do..... 10 @ — 11 American German do..... 9 @ — 11

NAILS—Duty: Cut, 1 1/4; Wrought, 2 1/4; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @ 60d.....	per 100 lb.	4	35	@	—
Cut Spikes, all sizes.....	per 100 lb.	4	50	@	—
Clinch.....	per 100 lb.	5	75	@	6 25
Horse Shoe, Forged (No. 10 to 5).....	per lb.	19	@	—	31
Copper.....	per 100 lb.	36	@	—	38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val. Banca..... (gold) per lb. — 49 1/2 @ — 41 Straits..... (gold)..... 36 @ — 36 1/2 English..... (gold)..... 35 1/2 @ — 35 1/2 Plates—Fair to good brands..... Gold..... Currency..... I. C. Charcoal..... per box. 8 75 @ 9 — 10 25 @ 10 75 I. C. Coke..... 7 50 @ 8 50 9 — 10 — 10 Coke Terne..... 6 25 @ 7 50 7 25 @ 9 — Charcoal Terne..... 8 — @ 8 50 9 50 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk), per gall.....	14	@	—	—
Crude, 40 @ 47 gravity (in shipping order).....	15	@	—	15 1/2
Refined, Standard White (in ship's order).....	25	@	—	26 1/2
Refined, prime White (in shipping order).....	27	@	—	27 1/2
Refined, S. W. (in jobbing lots).....	27	@	—	27 1/2
Refined, S. W. (in tin).....	29	@	—	31
Naphtha, Refined, (65 @ 73 gravity).....	9 1/2	@	—	10
Residuum.....	per bbl.	4	@	—

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2 1/2 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpollished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1 1/2; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2 1/2; all over that, 3 cents per lb.

American Window. (Single Thick.)

Sizes.	1st.	2d.	(Old List.)	3d.	4th.
6 by 8 to 7 by 9.....	\$7 75	\$7 00	\$6 50	\$6 00	
8 by 10 to 10 by 15.....	8 25	7 50	7 00	6 50	
11 by 14 to 12 by 18.....	9 75	9 00	8 00	7 00	
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50	
18 by 22 to 18 by 30.....	12 25	11 25	10 00	8 00	
20 by 30 to 24 by 30.....	15 00	13 75	11 50	9 00	
24 by 31 to 24 by 36.....	16 50	15 00	12 50	10 00	
25 by 36 to 30 by 44.....	17 50	16 00	14 50	12 50	
30 by 46 to 32 by 48.....	20 00	18 00	15 50	13 50	
32 by 50 to 32 by 56.....	22 00	20 00	17 00	14 50	
Above.....	25 00	25 00	20 00	16 00	

(T. C. above subject to a discount of 55 @ 60 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, Aug. 20th.)

Sizes.	1st.	2d.	(Old List.)	3d.	4th.
6 by 8 to 8 by 10.....	(4 qts.)	per 50 feet.	10	@	7 75
8 by 11 to 10 by 15.....	(4 qts.)	per 50 feet.	10	@	8 —
11 by 14 to 12 by 18.....	(4 qts.)	per 50 feet.	12	@	9 25
14 by 16 to 16 by 24.....	(4 qts.)	per 50 feet.	12	@	9 75
18 by 22 to 18 by 30.....	(4 qts.)	per 50 feet.	15	@	10 50
20 by 28 to 24 by 30.....	(4 qts.)	per 50 feet.	18	@	12 50
26 by 28 to 24 by 36.....	(4 qts.)	per 50 feet.	19	@	12 50
28 by 34 to 26 by 40.....	(3 qts.)	per 50 feet.	21	@	16 —
28 by 38 to 28 by 44.....	(3 qts.)	per 50 feet.	22	@	16 50
28 by 46 to 30 by 48.....	(3 qts.)	per 50 feet.	23	@	17 —
30 by 50 to 32 by 52.....	(3 qts.)	per 50 feet.	24	@	18 —
32 by 54 to 34 by 60.....	(3 qts.)	per 50 feet.	20	@	19 50
34 by 58 to 34 by 60.....	(3 qts.)	per 50 feet.	30	@	22 —
38 by 60 to 40 by 60.....	(3 qts.)	per 50 feet.	36	@	23 —

(Subject to a discount of 55 @ 65 per cent.) English sells at 40 @ 50 per cent. off the above r. ea.

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 2.

Th. 27, F. 28, Sat. 29, M. 31, Tu. 1, W. 2

Canton Co.....	78				
Central Pacific 6s.....			98 1/2	98 1/2	98 1/2
Central of N. Jersey.....			105		106
Chicago & Alton.....	123				
.. pref.....			125	125	124
.. 1 M.....		102 1/2			101 1/2
.. S. F.....					
.. Inc. bds.....	95				
Chicago, Burl. & Q.....				146	147
8s, 1883.....					
Chic. & Northwestern.....	67 1/2	67 1/2		68 1/2	68 1/2
.. pref.....	88 1/2	90 1/2	91 1/2	92 1/2	92 1/2
.. 1st M.....	100			90 1/2	
.. S. F.....					
.. Consol.....		92 1/2	92 1/2		
Chic. Rock Isl. & Pac.....	107 1/2	108 1/2	107 1/2	107 1/2	
Chl., R. I. & Pa. 7 1/2, 1896.....					107 1/2
Clev., Col. C. and Ind.....			86 1/2	86 1/2	86 1/2
Clev. and Pittsburgh.....			121		120 1/2
.. 2 M.....					
.. 3 M.....					
.. 4 M.....					
Clev. and Toledo.....					
.. S. F. 7 1/2.....					
Col., Chl. & Ind. C.....		19 1/2	19 1/2		
.. 1 M.....	88 1/2	88 1/2	88 1/2		88 1/2
.. 2 M.....			71		
Cumberland Coal pref.....					
Del. & Hudson Canal.....	119	119			
Del. Lack. & Western.....		108 1/2		109	109
.. 1 M. 7 1/2.....					
.. 2 M. 7 1/2.....				100	
Dubuque & Sioux City.....					
Erie Railway.....	28	27 1/2	28 1/2	29	29 1/2
.. pref.....			58		
.. 1 M. 7 1/2, 1897.....					
.. 2 M. 7 1/2, 1879.....					
.. 3 M. 7 1/2, 1883.....					
.. 4 M. 7 1/2, 1880 89.....			89		
.. 5 M. 7 1/2, 1888.....					
Great Western 2d mort.....					
Hannibal & St. Joseph.....	67	70 1/2	70		71 1/2
.. pref.....	79	81			82 1/2
.. 8s, conv. 102.....	102 1/2				
Hudson River.....					
.. 2 M. S. F.....					
.. 3 M. 7 1/2, 1875.....					
Illinois Central.....	132	132		133	
.. bonds.....				106	
Lake Shore & Mich. S'th. 10 1/2.....	108 1/2	108 1/2		108 1/2	109 1/2
Lake Shore Div. bonds.....					
Marietta & Cin. 1st pref.....					
.. 2d pref.....					
Michigan Central.....				120 1/2	
.. S. F. 8s, 1882.....					
M. S. and N. I. 1 M. S. F.....	102 1/2	102 1/2			102 1/2
.. 2 M.....				98 1/2	98 1/2
Mariposa Mining Co.....					
.. pref.....	6 1/2	6			
.. Tr. 10s c'tfs.....					
Milw. and St. Paul.....		59 1/2	60	60 1/2	
.. pref.....	80 1/2		80 1/2	80 1/2	81 1/2
.. 1st mort.....	92 1/2				
.. 2d mort.....	89 1/2				
.. 8s.....					
.. 7 3-10s con.....					
Missouri 6s.....		95 1/2	96 1/2	96 1/2	
.. H. & St. J. 1sa.....	95 1/2				94 1/2
Morris and Essex.....	93		93	93	93 1/2
.. 1st mort.....					
.. 2d mort.....					
New York Central.....					
.. 7s, S. F. 1876.....					
.. 6s, S. F. 1883.....		93			93 1/2
.. 6s, S. F. 1887.....					
N. Y. Cen. & Hud. Riv. 5 1/2.....	96 1/2	96 1/2	97	96 1/2	97 1/2
.. certificates.....	91 1/2	92 1/2	92 1/2	93 1/2	93 1/2
.. pref.....					128
.. 1 M. 7 1/2, 1873.....					
N. Carolina 6s, old.....	42 1/2	42 1/2	42 1/2		
.. new.....		27			
Ohio and Missa.....	44 1/2	44 1/2	44 1/2	44 1/2	
.. pref.....	78 1/2	78 1/2		78 1/2	
.. 1st M.....					
Pacific Mail S. S. Co.....	45 1/2	46 1/2	46 1/2	46 1/2	46 1/2
Panama.....	50 1/2	51 1/2		53 1/2	53 1/2
Phila. and Reading.....	111 1/2	112 1/2	112 1/2	113 1/2	113 1/2
Pitta. Ft. W. & Chi. g'd.....					99
.. 1 M.....					
.. 2 M.....					
.. 3 M.....					
Quicksilver Mining Co. 12.....				12 1/2	12
St. L., Alton & T. H.....					
.. pref.....					
.. 1 M.....					
.. 2 M. pref.....			88 1/2		
.. Income bds.....					
Tennessee 6s, old.....	72 1/2	72 1/2	72 1/2	73 1/2	74
.. new.....	72 1/2	72 1/2		73 1/2	73 1/2
Tol., Wab. & Western.....	58 1/2	59 1/2	60 1/2	61 1/2	62 1/2
.. pref.....					
.. 1 M.....					
.. 2 M.....	92		90		
.. Equipment.....					
.. St. Lou. Div.....	89 1/2	89 1/2	27 1/2	26 1/2	27 1/2
Union Pacific.....	26 1/2	27	27 1/2	27 1/2	27 1/2
.. 1st mort.....	87 1/2		87 1/2	87 1/2	87 1/2
.. L. Ct. 7 1/2.....	82	82	82	81 1/2	81 1/2
.. Inc. 10s.....			83	83	83 1/2
Virginia 6s, old.....		65	65		
.. new.....					

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 2.

Th.27. F.28. Sat.29. M.31. Tu.1. W.2

FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	110				
U. S. 5s, 1874, coup.	110				
U. S. 5s, 10-40s, coup.	112	112	112	112	112
U. S. 5s, 10-40s, reg.	112	112	112	112	112
U. S. 5s, 1881, reg.	116	116	116	116	116
U. S. 5s, 1881, coup.	116	116	116	116	116
U. S. 5s, '81, O.W.L.	113	113	113	113	113
U. S. 5s, 5-20s, reg. '62.	113	113	113	113	113
U. S. 5s, 5-20s, c. 1862.	113	114	114	114	114
U. S. 5s, 5-20s, reg. '64.	113	113	113	113	113
U. S. 5s, 5-20s, c. 1864.	113	113	113	113	113
U. S. 5s, 5-20s, reg. '65.	113	113	113	113	113
U. S. 5s, 5-20s, c. 1865.	113	113	113	113	113
U. S. 5s, 5-20s, r. n. '65.	112	112	112	112	112
U. S. 5s, 5-20s, c. '65.	112	112	112	112	112
U. S. 5s, 5-20s, reg. '67.	112	112	112	112	112
U. S. 5s, 5-20s, c. 1867.	112	112	112	112	112
U. S. 5s, 5-20s, reg. '68.	113	113	113	113	113
U. S. 5s, 5-20s, c. '68.	113	113	113	113	113
U. S. 5s, Pac.R.R. issue	113	113	114	114	114

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 1.

W.26. Th.27. F.28. Sat.29. M.31. Tu.1

Catawissa	127	127	126	126	126
Camden and Amboy	127	127	126	126	126
6s, 1875	127	127	126	126	126
6s, 1883	127	127	126	126	126
6s, 1889	127	127	126	126	126
mort. 6s, '89 96	127	127	126	126	126
Elmira & Williamsport	127	127	126	126	126
7s	127	127	126	126	126
Lehigh Navigation	37	37	38	38	38
6s, 1884	37	37	38	38	38
Gold L.	91	91	91	91	91
R. R. L.	91	91	91	91	91
Conv. L.	91	91	91	91	91
Lehigh Valley R.R.	60	60	60	60	60
6s new coup.	60	60	60	60	60
6s new reg.	60	60	60	60	60
Little Schuylkill R.R.	46	46	46	46	46
7s	46	46	46	46	46
Minehill	52	52	52	52	52
Morris Canal	112	112	112	112	112
1st mort.	112	112	112	112	112
North Pennsylvania	101	101	102	102	102
6s, 1880	101	101	102	102	102
7s, 1887	98	98	98	98	98
10s, 1887	98	98	98	98	98
Northern Central	48	48	48	49	49
Oil Creek & Alleg. Riv.	48	48	48	49	49
7s	85	85	85	86	86
Pennsylvania R.R.	61	60	60	61	61
1st M.	61	61	61	61	61
2d M.	61	61	61	61	61
Gen. mort.	99	94	94	94	94
reg. 96	99	94	94	94	94
Penn. State, 6s, 1st series	102	102	102	102	102
6s, 2d series	102	102	102	102	102
6s, 3d series	102	102	102	102	102
6s, W. L.	102	102	102	102	102
Philadelphia City, 6s	101	101	101	101	101
new	101	101	101	101	101
Philad. Germ. & Nor.	55	55	55	55	55
Phila. & Reading	55	55	55	55	55
Philadelphia and Erie	93	88	88	87	87
6s	93	88	88	87	87
7s	88	88	88	87	87
Schuylkill Navigation	80	80	80	80	80
6s, 1882	80	80	80	80	80
6s, 1876	80	80	80	80	80
6s, 1872	80	80	80	80	80
Susq. Canal	21	21	21	21	21
6s, 1878	21	21	21	21	21
Union Canal, 6s, 1878.	21	21	21	21	21
Hestonville, (Horse)	21	21	21	21	21
Chestnut & Wal.	24	24	24	24	24
Green & Coates	24	24	24	24	24
2d and 3d streets	24	24	24	24	24
Spruce and Pine	24	24	24	24	24
15th and 16th sts.	24	24	24	24	24

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 1.

W.26. Th.27. F.28. Sat.29. M.31. Tu.1

Baltimore City 6s, 1875.	99	99	99	99	99
1886	98	98	98	98	98
1890	98	98	98	98	98
1884	98	98	98	98	98
1900	98	98	98	98	98
Balt and Ohio	100	100	100	100	100
bonds, 1875.	100	100	100	100	100
1880.	100	100	100	100	100
1885.	100	100	100	100	100
Marietta & Cin. 1st M.	84	84	84	84	84
2d M.	84	84	84	84	84
3d M. 8s.	78	78	78	78	78
Northern Central	41	41	41	41	41
bonds, 1885.	41	41	41	41	41
1900. 90	41	41	41	41	41
N. W. Va. 1st mort.	98	98	98	98	98
2d mort.	98	98	98	98	98
3d mort.	98	98	98	98	98
City Passenger R. R.	22	22	22	22	22

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 2.

Th.27. F.28. Sat.29. M.31. Tu.1. W.2

Boston and Albany	152	151	152	152	152
Boston and Lowell	146	146	146	146	146
Boston and Maine	146	146	146	146	146
Boston and Providence	147	147	147	147	147
Boston, Hartford & Erie	84	84	84	84	84
7s, new	28	28	28	28	28
Cheshire, pref.	84	84	84	84	84
Concord	141	142	142	142	142
Connecticut River	120	120	121	121	121
Eastern	139	139	139	139	139
Fitchburg	120	120	120	120	120
Manchester & Law'ree	120	120	120	120	120
Michigan Central	120	120	120	120	120
Northern, N. H.	114	114	114	114	114
Ogdens & Lake Champ.	89	88	89	89	89
pref.	89	88	89	89	89
Old Colony & Newport	104	104	104	104	104
Ph. W. & Baltimore	54	54	54	54	54
Port'd, Saco & Ports.	135	135	135	135	135
Union Pacific	27	27	27	27	27
6s	86	86	86	86	86
Land Grant 7s.	80	80	80	80	80
Income 10s.	79	79	79	79	79
Vermont & Canada	101	101	101	101	101
Vermont & Mass.	75	75	75	75	75
South Boston (Horse)	75	75	75	75	75
Cambridge	103	103	103	103	103
Metropolitan	103	103	103	103	103
Middlesex	103	103	103	103	103
Central Mining Co.	103	103	103	103	103
Copper Falls	103	103	103	103	103
Franklin	103	103	103	103	103
National	103	103	103	103	103
Pewabic	103	103	103	103	103
Quincy	103	103	103	103	103

London Stock Exchange.

Closing Prices.

July 14. July 21.

Atl. & Gt. West. N. Y. sec. 7 per ct	85	90	85	90
1st mort., 1880.	73	78	75	80
Do. do, 2d mort., 1881.	85	90	85	90
Do. Penn., 1st mort., 1877.	73	78	75	80
Do. do, 2d mort., 1882.	41	42	42	43
Do. Consol. 7 per cent. mort. 1880.	69	71	69	71
Detroit and Milwaukee 1st mort. 7s.	69	71	69	71
Do. 2d mort. 8 p. c.	23	24	23	24
Erie shares 100 dol. all paid.	66	68	66	68
Do. sterlg. 6 p. c. convertible bonds	66	68	66	68
Illinois Central, 6 per cent., 1875.	100	102	101	103
Do. Redemption mort. bonds 6 p. c. 100	106	107	107	108
Do. 100 dol. shares, all paid.	80	85	78	92
Panama General mort. 7s, 1897.	99	101	99	101
Penn. R. R. bonds, 2d mort. 6 per ct.	93	94	93	94
Do. General mort. 6 p. c. 1910.	50	52	50	52
Do. \$50 shares.	94	96	94	96
Philadelphia and Erie 1st mort. 1881.	94	96	94	96
Do. with option to be paid in Phila.	94	96	94	96

American Railroad Journal.

Saturday, August 5, 1871.

Stock Exchange and Money Market.

The offerings of Money have been in excess of the more urgent requirements of street and mercantile interests, and rates have continued in favor of responsible borrowers, within the range of from 2@5 mainly 3 per cent., on call and at 4½@7, chiefly 4½@6 per cent. per annum on very choice to good business credits. Lenders have been eager to place balances, in a controllable form, at the going rates. The city banks, and the U. S. Sub Treasury have again enlarged their reserve of legal tender notes; and the Government office has also added nearly a million to its coin balances. The receipts of the Office in July were \$71,987,704, against disbursements of \$71,488,136, leaving the aggregate cash balance at the close of the month \$67,059,180, against \$66,559,613 at the close of June. The city banks, last week, reported a loss of \$1,158,248 of specie, with a gain of \$1,548,760 of legal tender notes, and of \$1,282,941 of deposits. They reduced their loan and discount averages \$16,439 and their circulation \$11,061. The city bank exchanges, last week, averaged \$70,659,029; and thus far, this week, 72½ millions daily. The banks now hold \$19,102,637 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S. Sub-Treasury office

in this city reported a gain of \$913,862 of specie and of \$903,982 of currency, as the result of the week's business. The receipts of the office were \$4,224,060 in coin, and \$3,824,555 in currency; payments, \$3,310,198 in coin, and \$3,020,572 in currency. The office received \$3,128,000 in coin or its equivalent, from customs; and disbursed \$1,058,140 of coin interest.

The specie reserve of the city banks according to the latest return is \$16,983,739, against \$30,263,890 same time last year. The city bank deposits are now \$257,018,004 against \$227,555,701 week ending July 30, 1870. The legal tender reserve amounts to \$73,963,430 against \$54,837,951 same time last year. The circulation now stands at \$30,360,125, against \$33,005,533 same time last year. The loans are now \$300,052,285, against \$281,939,843 at this date last year.

The U. S. Sub-Treasurer retired, last week, \$2,889,373 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of \$5,408,445 in currency, and \$61,758,237 in coin, against a balance a week previous of \$6,089,145 currency, and \$60,222,872 coin.

Government revenues have given a fair yield to the National Treasury during the week. The excises yielded last week about 3¼ millions, thus far since July 1, \$14,236,057. The customs at the port of New York, last week were \$3,047,373; and at the outports, equal to about a million more, all in coin, or coin certificates.

The amount of U. S. currency outstanding, August 1, was \$396,197,386.

Gold has been rather steadier as to price, and offered with less urgency, yet has not been actively dealt in, on any account, particularly by speculative operators. The depression, early in the week, in the foreign exchanges, has been against a buoyant movement at the Gold Board. The specie outflow has been on a reduced scale. The customs call has been fair, exceeding a daily average of half a million dollars. The range of the price during the week, has been from 111½@112½, and the closing quotation on Wednesday was 112@112½ against 112½ the preceding Wednesday. The outflow, last week, was \$1,053,584; on Tuesday of this week, \$61,000; and on Wednesday, \$108,679. The Gold Exchange Bank clearances have been as follows: July 27, \$20,917,000; July 28, \$32,134,000; July 29, \$28,428,000; July 31, \$25,335,000; August 1, \$24,387,000; August 2, \$17,884,000.

Government received at this port, from customs, in July, \$12,459,997 in coin or coin certificates, against \$11,139,760 same month in 1870.

The Treasury Department on Wednesday controlled a coin reserve of \$88,742,710, including \$19,468,700 on private deposit, represented by outstanding coin certificates.

The customs at this port on Wednesday were \$596,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to July 31, 1871, \$58,977,509, against \$60,536,787 same time in 1870.

The export drain was \$1,053,584 last week, against \$6,935,847, same week preceding year. The shipments since January 1, 1871, have been \$50,937,341, against \$33,963,032 same time in 1870;

The customs demand for Gold last week, averaged \$507,895 a day; thus far, this week, it has averaged \$778,500 a day, or equal to a weekly aggregate of \$4,671,000. The arrivals of specie from Europe, Havana and other foreign ports since Jan. 1, 1871, have been \$3,346,156 against \$7,317,101 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been \$88,147,685 against \$77,051,932 same time in 1870.

The foreign exchange market has been dull and rates have been quoted lower, on a more liberal offering of bills. At the close, a steadier range of prices was noted, without, however, anything like an active inquiry for drafts. The offerings of produce bills were up to a full average. Bankers' sixty day bills on London closed on Wednesday at 109 $\frac{3}{4}$ @110; sight bills on London, 110 $\frac{1}{4}$ @110 $\frac{1}{2}$.

The produce exports from this port, week ending with July 31, were to the currency value of \$4,277,661.

Government securities have been in fair demand but the light offerings of bonds of all issues have been against free operations. Prices closed buoyantly on the general list, influenced, to some extent, by the favorable debt exhibit of August 1st, which shows a further reduction of \$8,701,977 in the aggregation of the national indebtedness, since July 1. The highest figures for the Public Funds of the United States in London, known since 1865, were quoted by cable on Tuesday.

Under the official programme for August, Government will sell, during the month, at least, seven millions of Gold, as follows: Thursday, August 3, \$1,000,000; Thursday, August 10, \$2,000,000; Thursday, August 17, \$1,000,000; Thursday, August 24, \$2,000,000; Thursday, August 31, \$2,000,000. And buy in five millions of Five Twenties, as follows: Wednesday, August 2, \$1,000,000; Wednesday, August 9, \$1,000,000; Wednesday, August 16, \$1,000,000; Wednesday, August 23, \$1,000,000; Wednesday, August 30, \$1,000,000.

On Wednesday, Government bought in only \$162,750 of Five-Twenties at 112@112 12, ex-interest. The amount of bonds offered was \$1,647,750@112@112 99.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116@116 $\frac{1}{4}$; U. S. Five-Twenties of 1862, 114 $\frac{1}{2}$ @114 $\frac{1}{2}$; U. S. Five-Twenties of 1864 at 113 $\frac{3}{4}$ @113 $\frac{3}{4}$; U. S. Five-Twenties of 1865, 114@114 $\frac{1}{4}$; U. S. Five-Twenties of 1865 consolidated, 112 $\frac{3}{4}$ @112 $\frac{3}{4}$; U. S. Five-Twenties of 1867, 113@113 $\frac{1}{2}$; U. S. Five-Twenties of 1868, 113 $\frac{1}{2}$ @113 $\frac{3}{4}$; U. S. Ten-forties at 113 $\frac{3}{4}$ @113 $\frac{1}{2}$; U. S. Six per cent. currency bonds, 114 $\frac{1}{4}$ @114 $\frac{1}{4}$.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 19.	July 26.	Aug. 2.
Consols	93 $\frac{3}{4}$	93 $\frac{3}{4}$	93 $\frac{1}{2}$
U. S. 5-20's of 1862...	92 $\frac{3}{4}$	92 $\frac{3}{4}$	93
U. S. 5-20's, 1865....	92 $\frac{3}{4}$	92 $\frac{3}{4}$	92 $\frac{3}{4}$
" 1867	91 $\frac{3}{4}$	91 $\frac{3}{4}$	91 $\frac{3}{4}$
" 10-40's	91 $\frac{1}{2}$	91 $\frac{1}{2}$	92
Erie	24 $\frac{1}{4}$	—	24 $\frac{1}{4}$

State bonds have been in moderate demand at fairly supported prices.

Railway bonds have been in comparatively fair demand at generally steady prices. Central Pacific Sixes closed on Wednesday at 98 $\frac{1}{2}$ @98 $\frac{3}{4}$. The Chesapeake and Ohio R. R. First Mortgage six

per cent. gold bonds have been in request at 92 per cent. and accrued interest. Union Pacific Sixes closed on Wednesday at 87 $\frac{1}{4}$ @87 $\frac{1}{2}$.

Business in Railway and miscellaneous share property has been held throughout the week with evident confidence in the easy workings of the money market, and of buoyancy in values in the immediate future. The speculation, however, has been devoid of spirit. At the close, there was rather more animation apparent.

General business has been less active, with produce values quoted, in most instances, depressed. Middling upland cotton closed more steadily on Wednesday at 19 $\frac{3}{4}$ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,943,994 bales, against 2,825,856 bales same time last year; exports 3,115,521 bales, against 2,175,157 bales same time last year; stock at the ports at latest dates, 163,273 bales, against 112,998 bales same date 1870.

At the Live Stock Markets, Beeves have been in better supply and less request at from 7@12 cts; Veals active at 4 $\frac{1}{2}$ @10 $\frac{1}{2}$ cts; Sheep in demand at 4 $\frac{1}{2}$ @6 $\frac{3}{4}$ cts; Lambs at 6@9 $\frac{1}{2}$ cts; Swine, 5 $\frac{1}{4}$ @5 $\frac{3}{4}$ cts per lb., all live weight. The week's receipt were 8,669 Beeves, 2,498 Veal Calves, 32,098 Sheep and Lambs; and 23,367 Swine.

Foreign goods have been in moderate demand as a rule, at less buoyant prices. The week's imports of foreign goods reached \$8,395,362, including \$3,475,044 of dry goods.

Ocean freights have been moderately active and rates have been again generally quoted firmer.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 83 $\frac{1}{2}$; do., 7s, 93; do. 7s, gold, 98 $\frac{1}{4}$; South Carolina 6s, new Jan. and July, 58 $\frac{1}{2}$; New York State 7s, Bounty Loan, 108 $\frac{1}{2}$; Kentucky 6s, 99 $\frac{3}{4}$; North Carolina 6s, special tax, 20; Alabama 8s, R. R. bonds, 100; Brooklyn 6s, W. L., 94 $\frac{1}{2}$; St. Louis and Iron Mt. R. R., 59; New York and New Haven R. R. scrip, 140; Albany and Susquehanna R. R., 93; do. 2d mort., 95; Quincy and Toledo 1st mort., 87; Chicago and Northwestern Interest bonds, 95; Cedar Falls and Minnesota 1st mort., 83 $\frac{3}{4}$; Central of New Jersey new bonds, 100 $\frac{1}{2}$; Ohio and Miss. consol. bonds, 93; Toledo, Peoria and Warsaw 1st mort., W. D., 89 $\frac{1}{2}$; Western Union Tel., 58 $\frac{3}{4}$; Quicksilver pref., 19 $\frac{3}{4}$; Adams Exp., 82 $\frac{1}{2}$; Am. Mer. Union Exp., 54; U. S. Exp., 54; Consol. Coal of Md., 37 $\frac{1}{4}$; Spring Mt. Coal, 72 $\frac{1}{2}$; Maryland Coal, 30; Pennsylvania coal, 2.25; Central gold, 0.06.

Philadelphia.—Huntingdon and Broad Top Mt., 9; do. pref., 13; Perkiomen R. R. bonds, 81; Philadelphia and Reading debent. bonds, 83; do. 6s, 1844-80, 94 $\frac{3}{4}$; Wilmington and Reading, 7s, 99; Pennsylvania and New York Canal 7s, 96 $\frac{3}{4}$; Pennsylvania Canal 6s, 79; Lehigh Nav. consol. gold loan, 93 $\frac{1}{2}$; Pennsylvania State 6s, War Loan, reg., 99 $\frac{3}{4}$. The latest quotations are: City 6s, 100 $\frac{3}{4}$ @101; do. free of tax, 101 $\frac{1}{8}$ @101 $\frac{1}{2}$; State 5s, coupon, 100@100; do. 6s, W. L., 102 $\frac{3}{4}$ @—; do. 1st series, 102 $\frac{1}{4}$ @103; do. 2d series, 105@106; do. 3d series, 108@108; Reading, 57 $\frac{1}{2}$ @57 $\frac{1}{4}$; do. 7s, 1893, 105@105; do. mort. 6s, 1880, 95@95; Camden and Amboy, 126@127; do. mort. 6s, 1889, 95 $\frac{7}{8}$ @96; do. 1883, 89 $\frac{1}{2}$ @—; do. 1889, 90@91; Pennsylvania R.R., 61@61 $\frac{1}{2}$; do. 1st

mort., 100 $\frac{1}{2}$ @101; do. 2d mort., 100@100 $\frac{1}{2}$; do. General mort. coupon, 93 $\frac{3}{4}$ @94; do. reg., 95 $\frac{3}{4}$ @96 $\frac{1}{4}$; Little Schuylkill R. R., 46@46 $\frac{1}{2}$; Morris Canal, 51@51; do. pref., 120@—; do. 6s, 91@91 $\frac{1}{2}$; Susquehanna Canal, 9@11; do. 6s, 60@—; Schuylkill Nav., 83 $\frac{3}{4}$ @9; do. pref., 17 $\frac{1}{2}$ @18; do. 6s, 1882, 80 $\frac{3}{8}$ @80 $\frac{1}{2}$; Elmira and Williamsport pref., 40@—; do. 7s, 1873, 93 $\frac{1}{2}$ @95; do. 5s, 61@—; Lehigh Coal and Navigation, 38 $\frac{1}{4}$ @38 $\frac{1}{2}$; do. 6s, 1884, 87 $\frac{1}{2}$ @87 $\frac{1}{2}$; do. R. R. Loan, 90 $\frac{1}{4}$ @91 $\frac{1}{2}$; do. Gold Loan, 91 $\frac{1}{8}$ @91 $\frac{3}{8}$; North Pennsylvania, 50@51; do. 6s, 101 $\frac{3}{4}$ @102; do. 7s, 99 $\frac{1}{4}$ @100; do. Chattelle 10s, 114@—; Philadelphia and Erie, 28@28 $\frac{3}{8}$; do. 6s, 93@93 $\frac{1}{2}$; Minehill, 52 $\frac{1}{8}$ @52 $\frac{3}{4}$; Catawissa, 19@21; do. pref., 47 $\frac{1}{2}$ @47 $\frac{5}{8}$; Lehigh Valley, 60 $\frac{1}{4}$ @60 $\frac{1}{2}$; do. 6s, 97@97; Fifth and Sixth streets, (horse,) 42@45; Second and Third, 64@65; Thirteenth and Fifteenth, 24 $\frac{3}{8}$ @25; Spruce and Pine, 31@31 $\frac{1}{2}$; Green and Coates, 44@—; Chestnut and Walnut, 51@52; Hestonville, 20 $\frac{7}{8}$ @21 $\frac{1}{2}$; Union, 60@—; Germantown, 33@35.

Boston.—Portsmouth, Gt. Falls and Conway R. R., 112 $\frac{1}{2}$; Indianapolis and Cincinnati R. R., 6 $\frac{3}{4}$; Rutland R. R., 39; do. pref., 84 $\frac{7}{8}$; do. 8s, 1880, 100; Cincinnati, Sandusky and Cleveland R. R., 22; Connecticut and Passumpsic Rivers pref., 91; Worcester and Nashua R. R., 137 $\frac{3}{4}$; Concord and Portsmouth R. R., 117 $\frac{3}{4}$; Cape Cod, 67 $\frac{1}{2}$; Cheshire R. R. 6s, 1880, 95; Vermont Central 1st mort., 87 $\frac{1}{4}$; Fitchburg and Worcester 1st mort., 1889, 88; Leavenworth, Lawrence and Galveston 1st mort. 10s, 98 $\frac{3}{4}$; Eastern R. R. 6s, 1874, 99 $\frac{1}{2}$; do. 1885, 98; Cedar Rapids and Missouri 7s, 1916, 88; Burlington and Missouri River R. R., 116 $\frac{1}{2}$; do. 8s, in Nebraska, 96; Central Pacific 7s, 1883, 100 $\frac{1}{4}$; Jackson, Lansing and Saginaw 8s, 1885, 98 $\frac{1}{4}$; Old Colony and Newport 7s, 104; South Side R. R. 6s, 1880, 93; Cary Imp., 16 $\frac{1}{2}$; Boston Water Power, 43 $\frac{1}{4}$; Waverly Land, 4; East Boston Land, 15 $\frac{1}{2}$; Rhode Island 6s, 1882@1893, 101 $\frac{1}{2}$; Maine 6s, 1889, 100 $\frac{1}{2}$; New Hampshire 6s, 1874@1877, 101 $\frac{1}{4}$; Massachusetts 5s, 1891, gold, 99; Lynn 5s, 1882, 88 $\frac{1}{2}$; Salem 5s, 1872, 99; Chicago 7s, 1887, 101; St. Louis 6s, 1889, 92 $\frac{1}{2}$; Minneapolis 8s, 1890, 100 $\frac{1}{4}$; Weymouth 5s, 1879, 96 $\frac{3}{8}$; St. Louis County 6s, 1881, 100 $\frac{1}{2}$; do. 6s, 1873, 97 $\frac{3}{4}$; Chelsea 6s, 1879, 99 $\frac{1}{2}$; Boston 6s, currency, 102; do. 5s, 1886, gold, 98 $\frac{1}{2}$; Cincinnati 7-30s, 1888, 106 $\frac{1}{8}$; Allouez Mining Co. 4; Canada, 40c.; Hanover, 2; Petherick, 1 $\frac{3}{4}$.

Baltimore.—Western Maryland 1st mort., 80; Orange, Alex. and Manassas 7s, 80 $\frac{1}{2}$; Central Ohio 1st mort., 86 $\frac{3}{4}$; Virginia and Tennessee R. R. 8s, 86 $\frac{1}{2}$; Pittsburg and Connellsville bonds, 94 $\frac{1}{4}$; Northern Central 6s, 1900, gold, 90 $\frac{1}{2}$; Orange and Alexandria 2d mort., 78; Virginia 6s, old, coupon, 65; do. consol. 6s, 67; do. deferred certificates, 26 $\frac{1}{2}$; Maryland 6s, 1890, 99. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94@94 $\frac{3}{4}$; Baltimore and Ohio, 140@146; do. 6s, 1875, 96 $\frac{1}{2}$ @96 $\frac{1}{4}$; do. 1880, 95 $\frac{1}{2}$ @—; do. 1885, 96 $\frac{1}{2}$ @96 $\frac{3}{4}$; Northern Central, 40 $\frac{1}{2}$ @40 $\frac{3}{4}$; do. 6s, 1885, 90 $\frac{1}{4}$ @—; do. 1900, 89 $\frac{3}{4}$ @90 $\frac{1}{2}$; do. 6s, 1900, gold, 90 $\frac{3}{8}$ @90 $\frac{1}{2}$; N. W. Va. 1st mort., 98 $\frac{1}{2}$ @98 $\frac{1}{2}$; do. 2d mort., 98 $\frac{1}{2}$ @99; do. 3d mort., 1885, 90 $\frac{3}{4}$ @—; Marietta and Cincinnati 7s, 1892, 95@95 $\frac{1}{4}$; do. 2d mort., 84 $\frac{1}{2}$ @84 $\frac{1}{2}$; do. 3d mort., 78@78 $\frac{1}{2}$; Central Ohio, 29@29 $\frac{1}{2}$; do. 1st mort., 86 $\frac{3}{4}$ @87; Western Md. 1st mort. 6s, 1890, 80 $\frac{1}{2}$ @

82½; do. guar. by Baltimore City, 90@91; do. 2d mort. guar., 91@92; do. 2d mort. pref., 60½@—; do. 6s, guar. by Washington Co., 80@—; Richmond and Danville bonds, 79@79½; Orange and Alexandria 1st mort. 6s, 89@90½; do. 2d mort. 6s, 78@79½; do. 3d mort. 8s, 86@86½; do. 4th mort. 8s, 82@82½; Orange, Alex. and Manassas 7s, 80½@80¾; Virginia and Tennessee 8s, 86@86½; do. 6s, 1st mort., 85@95; do. 6s, 2d mort., 76½@78; Baltimore 6s, 1875, 99½@99½; do. 1884, 98¼@99; do. 1886, 98¼@98½; do. 1890, 98¾@99; do. 1893, 98¾@99; do. 1900, 98½@99; do. 5s, 1888-70, 81½@82; Memphis City 6s, 58@58; Maryland Defense Loan, 1883, 105@—; City Passenger R. R., 22¾@24; George's Creek Coal, 70@80; Baltimore Copper, 0.50@1.25; Santa Clara 1@1.00; Atlantic Coal, 1.40@1.87½.

Virginia State Bonds.

To the uninitiated the occasion of the wide variation in the daily quotations of the various issues of Virginia State 6s is altogether inexplicable, and at the request of the Baltimore *American* Messrs. Wilson, Colston & Co., bankers of that city, who make dealing in Virginia bonds a specialty of their business, have prepared a statement showing what the quotations represent and why the variations exist, which we commend to the attention of our readers:

Before the war the credit of no State was higher than that of Virginia: all of her engagements were met promptly, and the prices of her bonds always ruled high amongst first-class securities.

After the war her first attention to her debt was on January 1, 1866, when she funded the interest due and unpaid on her debt from July 1, 1861, being five years' 30 per cent, into new bonds, commonly called "1866 bonds," and this operation was repeated on January 1, 1867, for the interest due in the previous year, for which "1867 bonds" were given. These 1866 and 1867 bonds carry the interest on the face of them from the 1st of January of the respective years, 33 per cent. in the one case and 27 per cent. in the other. On July 1, 1867, the State resumed the payment by paying 2 per cent. of the 3 per cent. due semi-annually, and crediting the 1 per cent. to holders on the State books in the case of registered stock, and issuing coupons in the case of coupon bonds. This was maintained until January 1, 1869, since which time no interest has been paid.

The "funding act," passed at the last session of the Legislature, after reciting the fact that West Virginia, at its formation, contained one third of the area and population of the old State, and that in the formation of that State it was provided that West Virginia should take upon herself a just proportion of the debt of the Commonwealth as it existed prior to July 1, 1861, provided for the funding of all the existing bonds and stocks, with all accrued interest, into a new debt, of which two thirds is issued in new bonds on which the State of Virginia promises to pay interest punctually, and the remaining one third is issued in a certificate on which interest is deferred until a settlement can be had with West Virginia. These bonds are denominated respectively "Virginia consolidated bonds" and "Virginia deferred certificates."

The prices of the former issues are regulated by the amount of accrued interest carried with each class, as follows: Old coupon bonds, 15 per cent.; old registered, none; 1866 bonds, 33 per cent., and 1867 bonds 27 per cent. They are now all about equal in real price except the old coupon bonds, which are about 3 per cent. higher in proportion at this time, which is generally attributed to the European demand for that particular class.

No provision has been made for the payment of interest on the deferred certificates, but it is un-

INVESTMENT SECURITIES.

JAY COOKE & Co. are now selling, and recommend as a profitable and safe investment for all classes, the First Mortgage 7-30 Gold Bonds of the Northern Pacific Railroad Company. They have 30 years to run, bear Seven and Three-Tenths per cent. gold interest (more than 8 per cent. currency), and are secured by first and only mortgage on the ENTIRE ROAD AND ITS EQUIPMENTS, and also, as fast as the Road is completed, on 23,000 Acres of Land to every mile of track, or 500 acres for each \$1,000 Bond. They are exempt from United States tax; principal and interest are payable in gold. Denominations; Coupons, \$100 to \$1,000; Registered, \$100 to \$10,000.

Northern Pacific 7-30s are at all times receivable, at TEN PER CENT. ABOVE PAR, in exchange for the Company's lands, at their lowest cash price.

The proceeds of all sales of lands are required to be devoted to the repurchase and cancellation of the First Mortgage Bonds of the Company. The Land Grant of the Road exceeds Fifty Million Acres in the most fertile portion of the Northwest, and the demand for the Company's lands for settlement already exceeds the ability of the Government to complete the surveys. This immense Sinking Fund will undoubtedly cancel the principal of the Company's bonded debt before it falls due.

Holders of U. S. Five-Twenties, who wish to convert them into a first-class railroad security, can do so at a present profit of about 12 per cent., while increasing their interest income nearly one-fourth, by exchanging them for Northern Pacific 7-30s.

All marketable stocks and bonds will be received in exchange at their highest current price. Full information, maps, pamphlets, etc., will be furnished on application to any agent for the loan, or to JAY COOKE & Co., New York, Philadelphia or Washington.

Catskill and Schoharie Valley Railroad.

The articles of association of this company have been filled, and it is probable the construction of the road will be entered upon without delay. It will extend from Catskill to Central Bridge in Schoharie county, passing through Albany county, and will be about forty-miles in length. The following are its directors: Charles L. Beach, Joseph Cornell, Hiram Van Steenburgh, J. A. Cooke, A. M. Osborn, Jacob H. Meech, Charles E. Franch, Lemuel L. Penfield, Oscar T. Humphrey, and Joshua Fiero, Jr., all of Catskill; Charles L. Cornish, of New York City; Liberty P. Moore and Wm. Paddock, of Durham, Greene county.

The Chartiers Valley road has been completed. It extends from Mansfield, on the Panhandle line, 12 miles west of Pittsburg, southwest 26 miles to Washington, Pa., on the Hempfield railroad, 32 miles west of Wheeling.

THE NEW YORK (VIADUCT) RAILWAY COMPANY.

PUBLIC NOTICE.

The undersigned COMMISSIONERS of STOCK SUBSCRIPTIONS to the NEW YORK RAILWAY COMPANY, give notice that the **Books of Subscription** to the Capital Stock of such Company **WILL BE CLOSED** on the **31st day of August, 1871.**

UNTIL THAT DAY the Books will remain open for Subscribers at the Banking House of

Duncan, Sherman & Co.,
No. 11 Nassau Street,

and also at the

Bank of the Metropolis,
No. 31 Union Square.

Until the Books of Subscription are closed, ALL SUBSCRIBERS for Stock will have the **Benefit of Interest** upon the several instalments paid, and as allowed to those subscribing within thirty days after the Books were opened.

Dated, NEW YORK, July 24th, 1871.

Alex'r T. Stewart, } Commissioners on behalf
John Jacob Astor, } of the Company.
Levi P. Morton, }

Jones' Falls Improvement.

The board of commissioners to examine plans for the Jones' Falls improvement have appointed as engineers Strickland Kneass, of Philadelphia, and Major W. P. Craighill, of the United States corps of engineers, now in charge of harbor works in Maryland, Virginia and North Carolina. Mr. Kneass is now and has been, for fifteen years, chief engineer and surveyor of the city of Philadelphia. He has had large experience in hydraulic engineering, and enjoys a high reputation in the department of science. Major Craighill has been recommended to the board by some of the most scientific men in the country. The board being satisfied of their fitness for the proposed work, tendered these gentlemen the appointment, which they have accepted. They will at once enter upon the examination of plans for the Jones' falls improvement, and as soon as practicable, give the results of their examination to the board.

The contract for the graduation and masonry of the Buffalo Valley Branch Railroad has been awarded to Messrs. Yutzy & Scott, who have contracted to do the work for \$17,000, and to finish it before the 1st day of November. This road is to extend from the town of Berlin (Somerset county, Pa.) near Cumberland, to a point on the Pittsburg and Connellsville Railroad, west of Myers' mills, where it connects with the latter road.

Grading and laying down the rails on the track of the Addison (Vt.) Railroad is progressing rapidly, and the cars are expected to run in October next.

Work is progressing rapidly on the St. Paul and Winona Railroad between Minnesota City and Winona.

Journal of Railroad Law.

RAILROAD COMPANIES—WHEN LIABLE AS CARRIERS OF GOODS MARKED "C. O. D."—LIABILITY TERMINATED BY A DELIVERY MERELY.

The facts in the recent case of The Chicago and Northwestern Railway Company vs. Merrill (48 Ill., 425), are fully and clearly stated in the following opinion by

LAWRENCE, J.—This was an action of assumpsit brought against the railroad company to recover for the value of some castings sent over their road, from Geneva to Winnebago in this State. The goods were marked as follows: "John L. Page, Winnebago, goods by R. R. cars, care of American Express Company, C. O. D." and were shipped by the railroad with the directions thus marked on them. They were safely delivered to Page upon the freight. He proved insolvent, and Merrill the consignor having failed to recover the price of his goods from him, has brought this suit against the company, and recovered a verdict and judgment in the Circuit Court.

There is no possible ground upon which this judgment can be sustained upon the record before us. We held in the case of the American Express Company vs. Lessem, 39 Ill., 313, that in an action against an express company, the plaintiff might aver in his declaration, and prove upon the trial in what sense the characters C. O. D. were used in the business of express companies and what was the usage of those companies in regard to packages thus marked, and what responsibilities assumed by giving a receipt with those characters written upon it. But in the case at bar, although the goods were marked C. O. D. the receipt given by the company contained no such characters, nor any language indicating an undertaking on the part of the company to collect from the consignee the price of the goods. Not only that, but there is not a scintilla of evidence in the record, that this railway company ever undertakes the duties of a collecting agent or that it recognizes the characters C. O. D. when inscribed upon an article of transportation, as imposing upon itself any additional duties or obligations.

And not only was there an entire absence of evidence showing such usage, but the direct reverse was positively proven. Besides all this, it was also shown that no bill for the price of the goods was delivered by the consignor to the company, so that, if it had desired to collect their value from the consignee, upon delivery, it had not the means of doing so.

Under these circumstances, we are utterly unable to see upon what ground the liability of the railroad company can be made to rest. It simply undertook by its receipt to transport these goods, to Winnebago, and there safely deliver them to John L. Page, who is named in the receipt as consignee. This it did, and there its liability ended. It is true on the box was written, besides the name of Page, as consignee, the words, "care of American Express Company." But in the receipt given to appellee by the company, Page was named as the consignee, and nothing is said about the express company, and we understand these words upon the box as merely indicating that, if Page, the consignee, could not be found to receive the goods, the appellant might deliver them into the care of the express company. But Page did appear, and claimed the goods, and the appellant

delivered them to him as it was his duty to do. And if it could be held that the express company, and not Page, should be regarded as the consignee of the goods, it appears that the station agent of the railway company at Winnebago, who received the goods, was also the agent of the express company, so that, in either event, the appellant made a proper delivery. The judgment must be reversed.

Judgment reversed.

Port Huron and Lake Michigan Railroad.

The earnings of the Port Huron and Lake Michigan railroad (which was only completed to Lapeer in May) from the 1st January to the 1st July, 1871, were: From freight and passengers carried over the road, \$61,318 48. The operating and maintenance expenses for the same time were \$18,320 57—being about thirty per cent. of the gross earnings. The section of this road from Lapeer to Flint (twenty miles) will be completed before the first of October, and from Flint to Owasco (twenty-four miles) during the ensuing winter or spring.

The track of the western division of the Connecticut Western Railroad was laid to the State line of New York, near Millerton, on the 24th ult., and connected with the Dutchess and Columbia Railroad.

The Canals of New York.

EXTRACTS FROM THE REPORT OF THE STATE ENGINEER AND SURVEYOR.

The State canals, for convenience in construction and the superintendence of repairs, are divided into three divisions, Eastern, Middle and Western; each under the charge and supervision of a Canal Commissioner, a Division and Resident Engineer.

EASTERN DIVISION.

Names of canals:	Miles.
Erie canal from Albany to east bank of Oneida Lake canal	133.58
Albany basin (called one mile for tolls, by chapter 200, Laws of 1849).....	.77
Port Schuyler and West Troy side cut ....	.35
Pond above Troy dam	3.00
Champlain canal and Waterford side cut....	66.00
Glen's Falls feeder and pond above	12.00
Black River canal	35.33
Black River feeder and pond above dam...	12.09
Delta feeder.....	1.38
Black River improvement.....	42.50

Total miles.....307.00

This division has been in charge of E. H. Crocker, division engineer, and Peter Hogan, resident engineer.

MIDDLE DIVISION.

Names of canals:	Miles.
Erie canal from east side of Oneida Lake canal to east line of Wayne county.....	68.58
Navigable feeders to Erie canal:	
Limestone .....	.80
Butternut	1.55
Camillus.....	1.00
Oneida Lake canal	7.00
Oswego canal	38.00
Cayuga and Seneca canal	22.77
Crooked Lake canal	8.00
Chemung canal and feeder	39.00
Chenango canal.....	97.00
Oneida River improvement	20.00
Seneca River towing path.....	5.75
Baldwinsville canal and improvement to Jack's Reef.....	12.50
Cayuga inlet.....	2.00

Total miles.....323.95

This division has been in charge of M. S. Kimball, division engineer, and Howard Soule, Jr., resident engineer. The Chenango canal extension has been in charge of Charles L. McAlpine, resident engineer.

WESTERN DIVISION.

Names of canals:	Miles.
Erie canal from east line of Wayne county to Buffalo.....	148.50
Genesee Valley canal from Rochester to Milgrove	113.50
Dansville branch of Genesee Valley canal..	11.00
Genesee feeder at Rochester.....	2.25
Genesee feeder at Oramel.....	.75

Total miles.....276.00

This division has been in charge of Daniel Richmond, division engineer, and J. Nelson Tubbs, resident engineer.

From the above statements, it will be seen that there are 906.95 miles of navigable canals and feeders, and there are also 5.68 miles of unnavigable feeders, making a total of 912.63 miles of canals and feeders under the supervision of this department, exclusive of the Chenango canal extension, in process of construction.

The total length of navigable canals and feeders, with rivers and lakes connected artificially therewith, in the State of New York:

	Miles.
Total length of artificial canals and feeders	906.95
Length Hudson river, New York to Waterford.....	155.00
Lake Champlain, Whitehall, to Rouse's Point	111.00
Oneida lake	22.00
Cayuga lake.....	39.00
Seneca lake	35.00
Crooked lake.....	19.00
Delaware and Hudson canal (in this State)	87.00
Junction canal.....	18.00

Total.....1,392.95

Statement showing the cost of construction of the New York State canals, together with the cost of repairs, maintenance and collections; also the total amount of tolls received from each. (Each canal is credited with the amount of tolls upon the tonnage contributed to the Erie, and charged with its proportions of repairs and maintenance upon the same, up to and including 1866):

	Expenditures, Construction, Repairs, &c.	Receipts from tolls.
Erie & Champ.....	\$46,018,234	12,900,333
Oswego	8,490,949	4,639,219
Cayuga & Sen.	1,520,542	1,200,044
Chemung	1,273,261	1,794,649
Crooked Lake.....	833,287	459,374
Chenango.....	2,782,124	1,022,026
Black River.....	3,224,779	498,866
Genesee Valley.	5,827,813	1,689,303
Oneida Lake.....	64,837	123,234
Baldwinsville.. ..	23,556	25,035
Oneida R. imp.	146,944	25,005
Seneca R. towp	1,488	90
Cayuga inlet.....	2,968	....

Totals.....\$64,710,832 24,377,108 97,625,066

Total cost of construction, as above.....\$64,710,832

Total interest on same.....93,736,654

Total cost maintenance, repairs and collection

Total interest on same.....24,377,114

Total interest on same.....27,268,895

Total from commencement to completion

Aggregate receipts from tolls, with interest

Present cost to the State of the entire canal system.....

The number and tonnage capacity of the boats built and registered in each year since 1857 has been as follows:

\$7,473,985

Year.	Boats.	Tons.	Av'ge boats.
1857.....	329	37,510	114
1858.....	255	47,830	109
1859.....	206	20,150	98
1860.....	403	48,355	120
1861.....	619	95,230	154
1862.....	850	142,470	168
1863.....	771	119,170	177
1864.....	399	56,235	141
1865.....	200	28,795	144
1866.....	485	74,630	154
1867.....	520	80,360	155
1868.....	387	64,470	167
1869.....	298	46,640	157
	5,722	841,845	

Comparative statement of the total tonnage movement over the New York State canals, New York Central Railroad and Erie Railway, from 1860 to 1869, inclusive:

N.Y. State canals.	N.Y. Cent. R.R.	Erie Rl'wy.
Tons moved one mile.	Tons moved one mile.	Tons moved one mile.
1860. 809,524,596	199,331,392	214,084,395
1861. 863,623,507	237,392,974	251,350,127
1862. 1,123,548,430	296,963,492	351,092,285
1863. 1,034,130,023	312,195,796	403,670,861
1864. 871,335,150	314,081,410	422,013,644
1865. 343,915,779	264,993,626	388,557,213
1866. 1,012,448,034	331,075,547	478,485,772
1867. 958,362,953	362,180,606	549,888,422
1868. 1,033,751,268	366,199,786	595,699,225
1869. 919,153,611	474,419,726	817,829,190
9,469,793,424	3,158,734,355	4,619,798,173

It appears from the foregoing, that since 1860 the canals have moved about twenty-four per cent. more freight than the New York Central and Erie railroads together; and that the average was nineteen per cent. greater than the business for that year, and that the average yearly business on the railroads for the same period was eighty-nine per cent. greater than the business for the year 1860. Thus, notwithstanding the active competition with which the canals have had to contend—the railroads continually extending their lines and connections—the average business for the ten years shows a fair increase over preceding years.

As between the two railroad lines, the above table is not a fair comparison, as the Erie operated 264 more miles of road in 1869 than in 1860, while the New York Central operated only thirty-seven miles more.

The following shows the cost of construction and equipment of the three lines:

	Cost.	Miles.
New York State canals....	\$80,710,832	900
New York Central Railroad.	37,603,687	593
Erie Railway.....	64,131,959	823
	\$183,446,488	2,316

The total number of tons moved one mile on all the canals and railroads in the State, in the ten years from 1860 to 1869 inclusive, was 19,662,593,782; of this amount, the canals, with an average of less than seven and one-half months in each year, transported 48 2-10 per cent., or very nearly one-half; and all the railroads, in operation the whole time, transported 51 8-10 per cent. In several of these years the canals transported more freight in seven and one-half months than all the railroads in the State did in the whole twelve months.

In 1860 there were 3,146 miles of railroads in operation in this State; and in 1869, 4,430 miles; an increase of 1,284 miles.

The capacity of a canal (all things being equal) is determined by the number of lockages that can be made in a definite time; it is therefore important that the locks should receive such attention as will insure to the canals their full capacity.

An improvement known as the tumble gate has been introduced upon several locks within the past two or three years, and has been found to work so well and to be so much superior to the

present form of gate that I am of the opinion they should be substituted, whenever the gates now in use at the head of the lock require renewing. This should be done on the Erie canal at least.

Another improvement has been presented, with which it is proposed to utilize the power now lost in the passage of the feed water between the locks, by applying it to machinery for opening and closing the gates without the aid of manual labor, and for aiding the boat to enter and leave the lock, thereby shortening the time of the lockage. Permission has been granted the inventor by the Canal Board, to make a trial at lock number thirty-seven on the Erie Canal. Should the experiment prove what is claimed for it, the invention would be of great importance.

I still retain the opinion, expressed in my last annual report, that the direct solution of the question of the practicability and economy of navigating the canals with steam power, can be more speedily and satisfactorily arrived at by immediately placing the matter in the hands of the Canal Board. It was then stated: "The question of the practicability of navigating the canals with steam as a motive power should be settled at the earliest practicable moment, and I would recommend that an appropriation be made of not less than \$20,000, and authority given to the Canal Board to have such experiments and examinations made as would determine the best methods of applying steam to canal navigation, and that said board be empowered to employ a competent engineer to assist in such investigation."

Heretofore the experiments have been left entirely at the risk and expense of the inventors, most of whom, it seems, have not been fully acquainted with the principles involved in the navigation of contracted or artificial channels, which differ widely from the laws governing the navigation of open or unlimited water-ways, and which may account for the failure of these experiments in many instances. Upon this point, it was said in the report for 1868:

"Attempts have hitherto been made to substitute steam for horse power upon the canal. These have all thus far failed, probably from the fact that the machinery used was not properly proportioned to the work which it was designed to perform, and that too high a rate of speed was sought to be obtained. The law connecting the resistance offered to bodies moving in water with the power required to overcome such resistances, may be stated as follows:

"The resistance varies as the square of the speed, and the power exerted varies as the cube of the speed: hence if two horses were sufficient to tow a boat at a speed of two miles an hour, the number required to tow the same at a speed of four miles per hour would be $[2 - 43 \div 23 = (2 \times 64) \div 8] 16$ horses. It appears, therefore, in order to double the speed, the propelling power must be increased eight times. The obvious effect of the double speed would be to reduce the time of transit one-half; this, however, would be secured only at an expenditure for propulsion eight times as great as that due to a speed of two miles per hour.

"The foregoing determinations and comparisons are based upon the assumption that two horses will tow a loaded boat at a speed of two miles per hour upon the canal; as shown by Mr. D' Aubuisson's formula, forty-four per cent more power is required to maintain the same speed upon the canals than in an indefinite fluid. For example, as shown in a former calculation from D' Aubuisson's formula, the traction of resistance encountered upon the Erie Canal with the large class of boats carrying 210 tons, at a speed of two miles an hour, is 428 lbs., requiring about three horses; then the resistance, at a speed of four miles an hour would be $[(43 \times 428) \div 23] = 3,424$ lbs., requiring over twenty three horses.

If steam power should be provided sufficient to obtain an average speed a little in excess of that realized from present horse power, then it might undoubtedly be successfully and economically employed upon our canals.

I would recommend that authority be given the

Canal Board to employ a competent engineer to prepare designs and plans for the construction, on the most approved plan, of one boat, with machinery complete, to be placed on the canals for trial at the earliest practicable moment, and that a sufficient appropriation be made for defraying the expenses of the same.

In conclusion, I would respectfully call the attention of the Legislature to the reports of the Division Engineers, herewith submitted, in which will be found a full description of the condition of all the canals, reservoirs, and feeders. They give in detail the extent and character of work done and to be done on repairs under the supervision of this department, and the cost of said work.

Respectfully submitted.

VAN R. RICHMOND,
State Engineer and Surveyor.

Railroads in Minnesota.

We doubt if our own citizens fully realize the rapid progress of railroad enterprises in Minnesota. It is known that advances are being made in various directions but the summing up of results has usually been delayed until the close of the year, and therefore very few manifest great interest in tracing the lines of constant progression from week to week and month to month.

The work on the main line of the St. Paul and Pacific has been prosecuted with such energy that we are now promised an excursion to Breckinridge, on the Red River of the north, two hundred and sixteen miles distant from St. Paul, by the 15th of September next. The whole line is graded, and the cars running to Morris, one hundred and fifty-nine miles from St. Paul, and the iron is being laid at the rate of more than a mile each day.

Orders have been received to place under contract the line from Sauk Rapids to Brainerd, and to have the same completed before the first of January.

The road from Saint Cloud to Pembina by way of the Sauk Valley will also be prosecuted with great vigor during the season, and it is believed Sauk Centre will be reached before "the snow flies."

The Northern Pacific Railroad is completed to Oak Lake, nearly one hundred miles west of the Mississippi, and is taking long strides "toward the far West, where rolls the Oregon."

The Railroad from St. Paul to Hudson, connecting with the West Wisconsin at that place, is under contract and will be pushed to completion at the earliest practicable moment. The iron, rolling stock, &c., is now on the way from the East.

The St. Paul and Chicago Railroad (from St. Paul to Wisconsin) is completed to Lake City, and will probably reach Wiconia in November.

The Hastings and Dakota Railroad is nearly completed from Farmington to Shakopee, and will reach Corver, and probably beyond that point, the ensuing fall.

The line from Minneapolis to White Bear Lake is nearly completed, and that from Minneapolis to Carver, will be in operation in November.

The St. Paul and Sioux City Railroad moves on steadily towards its destination, and it is believed that in less than a year St. Paul will be connected by iron bands with the metropolis of Dakota.

The railroad from St. Peter to New Ulm is under contract, and will be in operation in less than a year.—*St. Paul Pioneer.*

The work of laying the rails was commenced on the Rome and Clinton railroad at Rome, N. Y., on the 19th ult. Satisfactory progress is being made, and if there should be no interruption the work will be completed by the last of August.

The work on the Honduras railroad, suspended during the war, has been resumed.

Centennial Anniversary of American Independence.

The following is a copy of the act passed by the National Legislature to provide for celebrating the one hundredth anniversary of American independence, by holding an international exhibition of arts, manufactures, and products of the soil and mine, in the city of Philadelphia, and State of Pennsylvania, in the year eighteen hundred and seventy-six;

Whereas the Declaration of Independence of the United States of America was prepared, signed and promulgated in the year seventeen hundred and seventy-six, in the city of Philadelphia; and whereas it behooves the people of the United States to celebrate, by appropriate ceremonies, the centennial anniversary of this memorable and decisive event, which constituted the fourth day of July, anno Domini seventeen hundred and seventy-six, the birthday of the nation; and whereas it is deemed fitting that the completion of the first century of our national existence shall be commemorated by an exhibition of the national resources of the country and their development, and of its progress in those arts which benefit mankind, in comparison with those of older nations; and whereas no place is so appropriate for such an exhibition as the city in which occurred the event it is designed to commemorate; and whereas, as the exhibition should be a national celebration, in which the people of the whole country should participate, it should have the sanction of the Congress of the United States: therefore,

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That an exhibition of American and foreign arts, products and manufactures shall be held, under the auspices of the Government of the United States, in the city of Philadelphia, in the year eighteen hundred and seventy-six.

Section 2. That a Commission to consist of not more than one delegate from each State, and from each Territory of the United States, whose functions shall continue until the close of the exhibition, shall be constituted, whose duty it shall be to prepare and superintend the execution of a plan for holding the exhibition, and, after conference with the authorities of the city of Philadelphia, to fix upon a suitable site within the corporate limits of the said city where the exhibition shall be held.

Section 3. That said Commissioners shall be appointed within one year from the passage of this act by the President of the United States, on the nomination of the Governors of the States and Territories respectively.

Section 4. That in the same manner there shall be appointed one commissioner from each State and Territory of the United States, who shall assume the place and perform the duties of such commissioner or commissioners as may be unable to attend the meetings of the commission.

Section 5. That the commission shall hold its meetings in the city of Philadelphia, and that a majority of its members shall have full power to make all needful rules for its government.

Section 6. That the Commission shall report to Congress at the first session after its appointment a suitable date for opening and for closing the exhibition; a schedule of appropriate ceremonies for opening or dedicating the same; a plan or plans of the buildings; a complete plan for the reception and classification of articles intended for exhibition; the requisite custom house regulations for the introduction into this country of the articles from foreign countries intended for exhibition; and such other matters as in their judgment may be important.

Section 7. That no compensation for services shall be paid to the commissioners or other officers provided by this act from the treasury of the United States; and the United States shall not be liable for any expenses attending such exhibition, or by reason of the same.

Section 8. That whenever the President shall be informed by the Governor of the State of Penn-

sylvania that provision has been made for the erection of suitable buildings for the purpose, and for the exclusive control by the commission herein provided for of the proposed exhibition, the President shall, through the Department of State, make proclamation of the same, setting forth the time at which the exhibition will open and the place at which it will be held; and he shall communicate to the diplomatic representatives of all nations copies of the same, together with such regulations as may be adopted by the commissioners, for publication in their respective countries.

Approved March 3, 1871.

European and North American Railway—Western Extension.

The report of this company which was presented at the recent Annual Meeting in St. John, N. B., states the receipts on capital account to have been \$117,204 07; and the expenditure, \$81,157 60—leaving a balance of \$36,046 47; to which should be added the balance from previous year, \$9,953 36—making the amount to the credit of the company in the Bank of Montreal to 31st May, 1871, \$46,029 83, which will shortly be used to pay for rolling stock. The report says:

With regard to the traffic operations of the line the Directors have to present the report and accounts to 31st December last, as rendered by Mr. E. R. Burpee, Managing Trustee. The revenue for thirteen previous months was for

Passengers	\$45,528 55
Freight	29,125 40
Mails and Sundries.....	4,391 65

Total	\$79,045 60
Whilst the working expenses for the same time were,.....	\$65,647 95

And the net revenue\$10,397 95

The working expenses include a large amount for repairs of damages to the works caused by the serious storms of the winter of 1869-70. There was 55 255 passengers and 33,329 tons of freight carried during the same period.

A statement of the revenue and working expenses for the five months ending 31st May, as compared with a corresponding period of the previous year, is also submitted. This statement shows an increase for that time in the revenue of \$14,065 13, and in the working expenses of \$3,447 31, and in the net revenue of \$10,617 82.

The passengers carried for the same period were 20,289 against 16,410.

Under the terms of the agreement entered into with the E. & N. A. Railway Company of Maine, dated 18th November, 1869, the Trustee is required to pay the net revenue to the Maine Company, who protect the interest coupons due from time to time on the bonds of this company.

The Directors regret that they were compelled to resort to the only alternative left to collect unpaid stock. Legal proceedings were therefore instituted against the greater number of delinquent subscribers. One of these suits was tried at the St. John Circuit Court, in February last, before his Honor Mr. Chief Justice Ritchie, when a verdict was given for the plaintiffs, and the decision of the Court of Fredericton upon the points of law reserved is shortly expected.

Now that the line is completed and in successful operation, the directors hope that all persons indebted for stock subscriptions will pay the amount without further contentions, and enable the Company to fulfill their engagements and provide a further supply of Rolling Stock which is already much needed and will soon be indispensable to meet the requirements of the traffic with the United States, in which this city is so largely and deeply interested.

In September last, a contract was entered into between the Carleton, City of St. John Branch Railway Company and Mr. E. R. Burpee, Civil Engineer, by which Mr. Burpee agreed to build their line of Railway from Fairville to Carleton,

a distance of about 3 1-2 miles. This contract Mr. Burpee has very nearly completed and this Company have leased the line.

The Western Extension Railway trains now leave and arrive at Carleton daily, and convenient terminal accommodations will soon be established near the ferry landing.

The Directors have also to report that they have issued the exclusive right of ferriage in the harbor of St. John for the period of twenty years, from 1st May last. They are convinced that the public accommodation would be greatly improved if the Railway Company possessed and controlled the ferries. The Directors, therefore, took the earliest opportunity of effecting an arrangement with the city authorities by which the ferries are now operated by this Company, and steps have been taken to procure a new ferry boat and to provide improved floats and facilities for doing the business on both sides of the harbor.

The Directors have further to report that they have purchased the property of the Hon. John Robertson, in Carleton, situated north of Rodney wharf and the Ferry landing, and extending from Union street to low water mark.

They were of opinion that no proper terminal accommodation for this important line of Railway could be provided at Saint John, unless this property was secured. They have, therefore, bought it on the most favorable terms; and tracks are now being laid upon a portion of it. The price to be paid is \$37,000, as follows: five per cent on the completion of the title, and the balance with interest, one-third in five years, and the remaining two-thirds in one, two and three years after the expiration of the five years. This property is subject to an annual rental of \$976 38.

The Directors have much pleasure in stating that that portion of the line of the European & North American Railway in Maine, between Mat-tawaumkeg and the St. Croix will, without doubt, be completed early in October next, when through trains will be run between St. John and Bangor, etc.

A resolution was then adopted authorizing the issue of \$600 000 by the New Brunswick Company to the Maine Company on terms of an agreement dated 18th November, 1869.

The following gentlemen were elected Directors for the next year:—Alex. Jardine, Lewis Carvill, W. B. Robinson, Thomas R. Jones and Robert Robinson. The meeting then adjourned.

At a subsequent meeting of Directors Alex. Jardine, Esq., was re-elected President, and T. Barclay Robinson, Esq., Secretary-Treasurer.

A large force of workmen are employed on the Western Maryland railroad near Smithsburg, Washington county, in making necessary repairs preparatory to laying the track. The work on the various sections of the road is progressing finely. A large force of workmen are now engaged on the eastern side of the mountain, and it is confidently expected that they will have the road completed and trains running to Savillasville by the 10th of August.

The Committee appointed in June to examine the several routes proposed for the Reading and Lancaster Narrow Gauge Railroad, have reported that the road and equipment of the same will cost \$647,932. The length of the road is forty-five miles.

The new railroad from West Amesbury to Newton (Mass.) has been contracted for, and operations have already begun. The road connects with the Boston and Maine road at Newton, which has a lease of it for 99 years, at five per cent.

derstood that whatever interest shall have accumulated when a settlement with West Virginia is made will be included in such bonds as may then be issued.

There is some prospect that the Boston, Hartford and Erie Railroad will be speedily completed to Willimantic. Laborers are engaged in the work of grading the track; the iron has been purchased in England for the rails, and these will be laid as soon as they arrive.

The first rail on the Denver and Rio Grande railroad was laid on the 28th ult. Rolling stock and iron enough have been received to complete 100 miles of the road.

Isaac Butts has been elected President and John Bell Vice President of the Cobourg, Peterboro' and Marmora Railway and Mining Co. W. P. Chambliss is managing director.

Work on the Milwaukee and Manitowoc Railroad was commenced at Sheboygan on the 26th ult.

Contractors for the Menominee extension of the Chicago and Northwestern Railway are actively at work at Peshtigo.

The survey of the Brownsville and Glasgow Junction railroad has been commenced.

CIVIL AND MECHANICAL ENGINEERING, at the Rensselaer Polytechnic Institute, Troy, N. Y. A higher and more practical Course of Instruction will be given here than has ever been attempted elsewhere in this country. Re-opens Sept. 13th. For the Annual Register, containing improved Course of Study, and full particulars, apply to Prof. CHARLES DROWNE, Director.

FORTIETH DIVIDEND

WASHINGTON INSURANCE CO.,

No. 172 BROADWAY,

NEW YORK, July 28, 1871.

A DIVIDEND OF FIVE PER CENT. has been declared, payable Aug. 1, free of tax.

WM. K. LOTHROP, Secretary.

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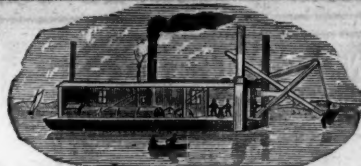
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OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, New York, June 21, 1871.

A DIVIDEND OF FIVE PER CENT. IN CURRENCY, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next to the holders of full-paid shares registered at the close of the 15th day of July next, after which date and until the 5th day of August next the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer

NOTICE TO CONTRACTORS AND BRIDGE BUILDERS.

DEPARTMENT OF SURVEYS,
224 South Fifth Street, Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until three o'clock P. M. of September 6, 1871, for the construction of a Bridge over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, with approaches to Twenty-fifth and Spring Garden streets, in the Fifteenth ward, and to a point about 144 feet westward of Thirtieth street, in the Twenty-fourth ward, as follows:

First. For the Bridge superstructure over the river, including all materials, workmanship, and erecting ready for use. It will be of wrought iron, 348 feet from centre to centre of end posts, and 34 8-10 feet from centre of lower to centre of top chord, and also two trusses for Thirtieth street, to be 84 feet from centre to centre of end posts, and 10 5-10 feet from centre of lower to centre of top chord, also of wrought iron. Detailed plans with complete strain sheets for these bridges, conforming to specifications, to accompany proposals, which on main Bridge shall give prices for both a two and three truss bridge.

Second. For all the iron work on approaches to be erected complete, as per plans and specifications.

Third. For the gradation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of the contract. The City reserves the privilege of rejecting any and all bids that may not be satisfactory, and each proposal as herein divided will be considered separately and will be so allotted.

Payments will be made monthly in bonds of the City of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond for the sum of five hundred (\$500) dollars has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3 1/2 o'clock.

Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained, on and after the 22nd day of July, inst.

STRICKLAND KNEASS,
Chief Engineer and Surveyor.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

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FIRST MORTGAGE GOLD BONDS

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RONDOUT AND OSWEGO RAILROAD.

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to \$20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

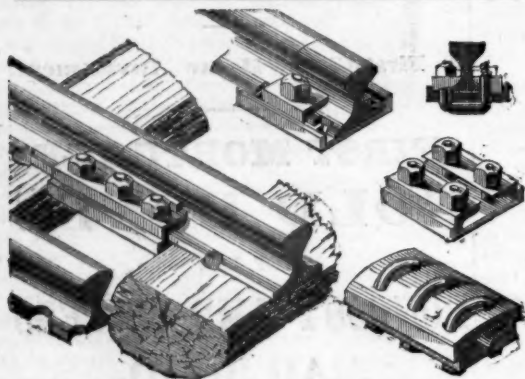
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FISHER & NORRIS,
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The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD, No. 18 William Street, New-York, **RAILROAD IRON,**

of best **AMERICAN, ENGLISH** and **WELSH** make, of **ORDINARY** or **SUPERIOR QUALITY**, and of any size, weight and pattern, from **WORKS, YARD** or **EUROPEAN Shipping port**, or delivered at ports in the United States or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.



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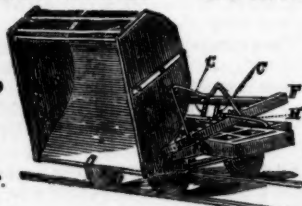


Fig. No. 1, Car Loaded & at Rest.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

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FREIGHT TO
KINGSTON, JAMAICA, AND PACIFIC COAST
OF MEXICO, CENTRAL AMERICA, PERU,
AND CHILE.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

Aug. 15, steamer HENRY CHAUNCEY, Capt. A. G. GRAY, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall via Kingston, connecting at Panama with steamer CONSTITUTION, Capt. —, touching at Acapulco, Mazatlan and Mazatlan, and also connecting or all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Aug. 12.

Steamer JAPAN will leave San Francisco, Sept. 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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